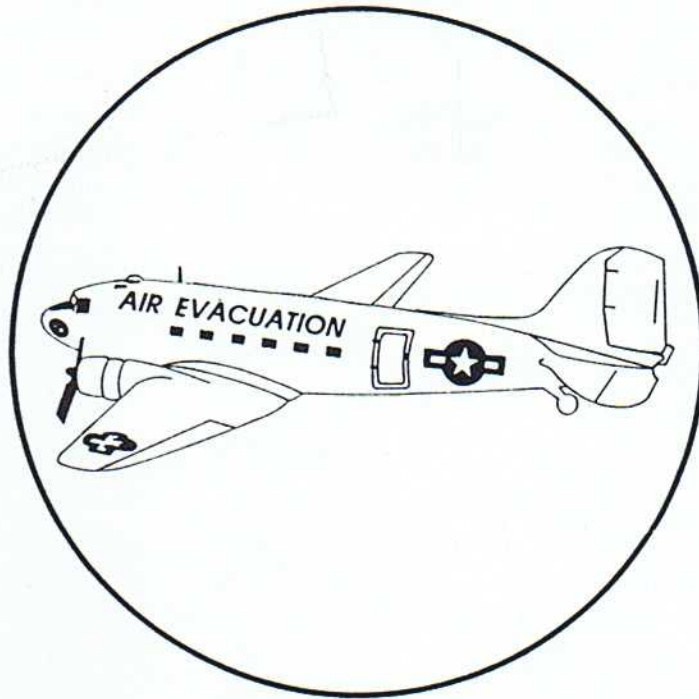




THE STORY OF
AIR EVACUATION
1942-1989



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AIR EVACUATION

1942-1989

by
The World War II Flight Nurses Association
1989

DEDICATION

This history is dedicated to the Officers, Nurses and Enlisted Technicians of the Medical Air Evacuation Squadrons, who made the supreme sacrifice and paid with their lives while performing their duties doing what they did best — Air Evacuation of the sick and wounded.

The World War II Flight Nurses Association is proud to honor their lives and deeds in this book. May future generations honor their memory.

CREDITS

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PREFACE

It has been the editor's intent with this book to present a history of Air Evacuation. Sections of this book were taken from a book published in 1944 for the Army Air Forces Troop Carrier Command at Bowman Army Air Base, Louisville, Kentucky. Sections from the history of the 801st MAES in Korea were also used.

From June 1943 to October 1944, one thousand and forty-nine nurses completed the School of Air Evacuation at Bowman Field. Many had taken a shorter course prior to that date and went directly overseas to combat areas to evacuate the sick and wounded. Most of these graduates were not aware that the Bowman Book existed until the reunion of the WWIFNA in May 1988. After viewing it, many voiced a desire for the book. However, the publishing company had long since gone out of business and obtaining a copy was impossible. Seeing an overwhelming demand for the book, Ethel Cerasale, President of the organization, contacted the Taylor Publishing Company and the wheels were set in motion.

We regret that not all materials submitted are included in this book — space would not permit it and late entries made it impossible.

We express our sincere appreciation to all who participated in this project — space does not permit us to name them all. A special thanks to all Officers, Nurses, and Enlisted Technicians who were the pioneers of Air Evacuation. Their actions and dedication to duty resulted in the best possible care in the shortest possible time for our sick and wounded servicemen.

ACKNOWLEDGEMENTS

Special Thanks to:

Ethel C. Cerasale, President of the WWIFNA, whose foresight and vision led to this volume.

My committee: Jean Tierney, Eleanor Hoppock and Dorothy Jouvenat, who willingly gave of their time and talents to assist in any way possible, promote sales and most of all provided moral support when my confidence sagged.

Those Air Evac Veterans, who contributed their stories and material and patiently awaited the publication of this book.

My husband, Robert Page, who did much of the leg work, post office runs, purchased supplies, listened patiently to my frustrations and remained optimistic throughout this endeavor.

Ted Kemp, III, Consultant, and Margaret Kemp, Lay Out Design for The Taylor Publishing Co., who gave me much needed guidance, moral support and confidence. Their friendship and genuine desire to see this project succeed, made my task easier.

WWII Flight Nurses Association

After the war, Charlotte McFall Mallon and Mary Oldehoff Stehle would visit back and forth in NJ. Most of their conversations were about their days in Air Evacuation. They knew there were many former flight nurses in the NJ-NY area, and they thought those nurses might like to join in with some reminiscing. Mallon and Stehle gathered as many local addresses as they could and sent notices for the first meeting which was held at the American Red Cross building in NYC May 1948, with eight former flight nurses attending. 25 were present for a June meeting. For several years a meeting was held every three or four months. Occasionally flight surgeons and medical technicians were included.

Names and addresses of all Bowman Field graduates were requested from the School of Air Evacuation. Each person on the list was sent a notice concerning the organization. Many, many of the letters were returned due to out-of-date addresses, but 160 paid dues to join the organization. Numerous small reunions were held, and in 1963, a 20th anniversary of flight nursing luncheon was held at McGuire Air Force Base, NJ. This was well attended with Stehle coordinating the meeting. Mildred Osmun Beeman was elected president and Stehle treasurer. It was decided to collect dues of \$5 per person. The aim of the organization was to help members keep in touch with each other and to encourage the rekindling of the esprit de corps the flight nurses had during the war. It was to be a social organization.

Shortly after that meeting, Kay Shafer Mayhue said, "Let me help work on the address list." And work she did! The next large meeting was also held at McGuire in 1966, arranged by Stehle. Mayhue was elected as president, and Stehle continued as treasurer. Mayhue had accomplished so much for the organization that no more elections or appointments were set up. A roster, containing over 500 names and addresses was printed in 1966 and updated in 1967. Mayhue asked Dorothy Berendsen and Ethel Carlson Cerasale to arrange a reunion of California nurses. That two day affair was held Feb. 25-26, 1967 in Vacaville, Calif. and Travis AFB. Another luncheon meeting was coordinated by Edith Wood Marks at Andrews AFB, Maryland in 1967 with over 50 nurses attending. At this reunion, Mayhue and Stehle were each presented with a framed painting by artist Franklin Boggs of a WWII Flight Nurse administering oxygen to a patient in flight. The following inscription was written on the painting, "With my congratulations for your significant role in establishing the WWII Flight Nurses Association. We of the Air Force, are proud of the accomplishments of our flight nurses, present and past. May you and your group continue your interest in and support of the USAF Aeromedical Mission." Signed — "Sincerely, John McConnell"

In 1968, Leora Stroup, Mayhue and Stehle were asked to be on a panel along with Col. Ed McBride, Deputy of Administration and Services at the school at Brooks, AFB, Texas, on the 25th anniversary of Flight Nursing. They were to present the story of early air evac to the present-day flight nurses. A movie was made and placed in a time capsule at the large reunion there.

In 1969, Tina Forney Ford-Coates held a dinner meeting at her home in Maplewood, NJ with 24 attending. Mayhue continued to hold other small gatherings including a luncheon at her home in Bradenton, Fla., in 1973, until she retired to North Carolina to be

near her son and his family. Kay Mayhue passed away Nov. 1983, after a lengthy illness. Mary Stehle, Denzil Nagle, Ethel Cerasale, and others decided to resume the association meetings with a reunion at Cocoa Beach, Fla. by contacting those members in the state, who could be reached using the 66-67 roster. Cerasale and Nagle set it up for May '86. When Jenny Boyle Silk was notified, she responded that she was holding an 816th reunion at her home in Tequesta, Fla., about the same time. Nurses attended from as far away as Spain and Calif. Thirty nurses and several husbands and guests joined together at Cocoa Beach Holiday Inn and Patrick AFB. At a meeting of the nurses, Ethel Cerasale was elected temporary chairman, Denzil Nagle, vice chairman, and Mary Stehle, secretary. Irene Miller Burch and Martha Radspieler Weisbrad agreed to serve as nominating committee to form a slate for an election of officers to be held at the next meeting in San Antonio in two years. (They were unable to accomplish this). It was decided that donations would be accepted in lieu of regular dues to fund printing and mailing of annual newsletters, and to charge a \$10 reunion fee for the '88 reunion. Margaret Richey Raffa volunteered to be reunion chairman in San Antonio, Texas in 1988.

The gathering in Cocoa Beach was the impetus for expansion of WWII FNA's roster to 306 nurses in May 1987, when a new listing was printed. Since then, many additional addresses and donations have been sent to Cerasale, and enthusiasm for the San Antonio reunion indicated a large number would attend May 5-7, 1988 at the St. Anthony Intercontinental Hotel and Brooks AFB.

On May 5-7, 1988, 176 flight nurses gathered in San Antonio, Texas to renew old acquaintances and to celebrate the 45th birthday of Flight Nursing which began at Bowman Field, Ky., Feb. 1943 and continues to the present time with the school now being at Brooks AFB, Texas. This is the first large reunion with three fun filled, action packed days with many of the nurses meeting for the first time in 43 years. Much of our spare time was spent peering at name tags and screaming with joy as we recognized friends from yesteryear.

Bright and early the second day, we assembled at Lackland AFB where a parade was held in our honor. Quite a switch to be on the receiving end of a parade. A letter of congratulations from Secretary of Defense Frank Carlucci was read to the group.

Next stop was Brooks AFB where we toured the Flight Nurse Museum, enjoyed a delicious lunch at the Officers Club, and the graduation of the 182nd Flight Nurse Class. The Mayor of San Antonio proclaimed the week of May 5th as Flight Nurse week. The site of the 1990 reunion will be Melbourne, Fla.

Under the guidance and leadership of Ethel Cerasale, the organization has made some strides forward. After much work and consulting with lawyers, the By-laws were drawn up and approved and the organization was incorporated Aug. 31, 1988, received tax exempt status Feb. 1988, and approximately 600 names were added to the roster. It was deemed necessary to charge membership dues since the cost of mailing has increased and donations were not covering the costs. By word of mouth, the membership has increased and we fully expect it to continue to do so for Flight Nurses have a history of sticking together and we retirees are as dedicated to the program as we were when we were actively involved.

ARMY AIR FORCES SCHOOL OF AIR EVACUATION INSIGNIA

The insignia of the Army Air Forces School of Air Evacuation was a dark blue disc with two honey bees whose bodies were or and sable with argent wings bearing stars, carrying a brown litter all in front of a cloud argent.

Blue and gold are the Air Corps colors. The honey bees, helmeted and wearing red cross armbands are indicative of the industry displayed by the personnel of the organization. The litter is symbolic of evacuation of the sick and wounded, the cloud indicative of the area in which the mission was carried out.

(The insignia was designed by Mrs. Don Rider (nee: Carter) of Buechel, Kentucky, who was greatly impressed by the work of the Air Evacuation personnel during the flood in Louisville in 1942.)



The Flight Surgeon's Oath

I accept the sacred charge to assist in the healing of the mind as well as the body.

I will at all times remember my responsibilities as a pioneer in the new and important field of aviation medicine. I will bear in mind that my studies are unending; my efforts ceaseless; that in the understanding and performance of my daily tasks may lie the future usefulness of countless airmen whose training has been difficult and whose value is immeasurable.

My obligation as a physician is to practice the medical art with uprightness and honor; my pledge as a soldier is devoted to Duty, Honor, Country.

I will be ingenious. I will find cures where there are none; I will call upon all the knowledge and skill at my command. I will be resourceful; I will, in the face of the direst emergency, strive to do the impossible.

What I learn by my experiences may influence the world, not only of today, but the air world of tomorrow which belongs to aviation. What I learn and practice may turn the tide of battle. It may send back to a peacetime world the future leaders of this country.

I will regard disease as the enemy; I will combat fatigue and discouragement as foes; I will keep the faith of the men entrusted in my care; I will keep the faith with the country which has singled me out, and with my God.

I do solemnly swear these things by the heavens in which men fly.

David N.W. Grant
Major General, U.S.A.
Air Surgeon



Flight Nurses's Creed

I will summon every resource to prevent the triumph of death over life.

I will stand guard over the medicines and equipment entrusted to my care and ensure their proper use.

I will be untiring in the performance of my duties, and I will remember that upon my disposition and spirit will in large measure depend the morale of my patients.

I will be faithful to my training and to the wisdom handed down to me by those who have gone before me.

I have taken a nurse's oath reverent in man's mind because of the spirit and work of its creator, Florence Nightingale. She, I remember, was called the "lady with the lamp."

It is now my privilege to lift this lamp of hope and faith and courage in my profession to heights not known by her in her time, — Together with the, help of flight surgeons and surgical technicians, I, can set the very skies ablaze with life and promise for the sick, injured and wounded who are my sacred charges.

... This I will do, I will not falter, in war or in peace.

David N.W. Grant
Major General, U.S.A.
Air Surgeon

The History of Air Evacuation

The origin of air evacuation of the sick and wounded by military air transport is rooted in the period when the Wright Brothers developed the airplane. The first known report of aircraft to be used in the transportation of patients was made by Capt. George H.R. Gosman (MC), and Lt. A.L. Rhoades, CAC, United States Army, to the Surgeon General of the Army in 1910. These officers had constructed an ambulance plane to be used in the transport of patients at Fort Barrancas, Florida. They were the first to point out the great possibilities of the airplane for evacuation of sick and wounded.

During WWI, the service type evac planes were unsatisfactory as the patient was wedged into the narrow cockpit of the open plane. In Feb. 1918, at Gerstner Field, La., Maj. Nelson E. Driver (MC) and Capt. William C. Ocker, Air Service (as the Air Force was then known) converted a "Jenny" airplane into an airplane ambulance, by changing the rear cockpit so that a special type litter with patients could be accommodated. They are credited with the first transportation of patients in an airplane in the U.S. and aiding in demonstrating the practicability of transporting patients by air.

July 6, 1918 an improved airplane ambulance was designed at Ellington Field in which the standard U.S. litter could be used. The Director of Air Service requested several of the Curtis training planes be converted into airplane ambulances to be used by the Air Service for the transportation of patients from air fields to general hospitals. Two years later, in 1920, a specially designed airplane ambulance, the first to have a fuselage which was designed primarily for transportation of patients, was built and flown at McCook Field, Ohio. This plane provided space for a pilot, two Stokes litters and a medical technician.

In April 1921, the Army made a request for Curtis Eagle airplanes which could accommodate four litters and six sitting patients. Unfortunately for the progress of aerial evacuation, this advanced airplane ambulance crashed while flying in a severe electrical storm. This untimely crash played an important part in delaying the development of aerial transportation of patients in the U.S.

In 1929, Maj. Robert K. Simpson (MC), advocated the use of large transport planes which could be converted to accommodate litters for the purpose of evacuation of casualties in the event of future wars. He predicted that air evacuation by plane would be a very important factor in handling the wounded of the next war, if not the method of choice altogether.

In April 1930, a tri-motored Ford Transport which would accommodate six litter patients, a crew of two pilots, a flight surgeon and a medical technician, was used in the field exercises of the Air Corps Combat Units.

In the Spanish Civil War (1936-1938), the Germans transferred Nazi casualties of the Condor Legion, in transport planes. These evacuations made an impression on Dr. Richard Meiling, a young American doctor studying in Germany. Returning to the states, he was commissioned in the Army and became the first and only "Air Evacuation Officer" in the Office of the Air Surgeon.

In 1940, Headquarters AAF proposed the organization of an ambulance battalion to consist of an AT Group together with medical personnel. The Medical Air Ambulance Squadron was authorized Nov. 19, 1941, calling for a group composed of one headquarters squadron and three airplane medical squadrons, under the control of General Headquarters in a theater. Lt. Col. David N. Grant (MC), Chief, Medical Div., Office, Chief of Air Corps, pointed out at this time that the proposed organization, "would lighten and speed the task of transporting casualties due to the extreme mobility and would be able to render service at a time and place where other means of transportation are at a minimum."

Within three months, the country was at war and it became a matter of military necessity to evacuate patients by air, even though it was not an accepted practice. The first mass movement of patients occurred in Jan. 1942, during the construction of the Alcan Route to Alaska. C-47 type aircraft were utilized in evacuating these patients over long distances to medical installations. The medical personnel involved were largely untrained and on a voluntary basis.

The second mass evacuation of personnel by air, occurred in Burma in April 1942. Ten C-47's evacuated 1,900 individuals from Myitkyina, Burma to Dinjan, India in a ten day period.

In May 1942, the Buna-Gona Campaign marked the beginning of a counter-attack against the Japanese in New Guinea. Many days of travel would be required to evacuate patients to Port Moresby by

surface means; but by air, it was a flight of approximately 1 hour over the Owen-Stanley Range. A total of 1,300 sick and wounded Allied troops were flown over this route during the first 70 days of the campaign.

In June 1942, the 804th MAES arrived in New Guinea to aid in the air evac operations. In late August 1942, Marine Air Transport and in Sept. 1942, the AAF Troop Carrier Transport units began to evacuate patients from Guadalcanal to rear bases in New Caledonia and the New Hebrides; 12,000 casualties had been evacuated by air by the end of 1942.

On June 18, 1942 the AAF was given responsibility for developing an air evacuation system, with primary planning responsibility delegated to the Air Surgeon. There was a need for transport planes capable of mass evacuation, yet there was an acute shortage of aircraft. Experience demonstrated that regular transport planes using removable litter supports (brackets), could be successfully used for air evac as well as for transporting material and combat troops to theaters of operation. This is how the AAF came to decide the troop and cargo airplanes would have not only their primary mission, but the secondary mission of providing air evacuation.

On May 25, 1943, the AAF activated the 38th Air Ambulance Battalion at Fort Benning, Ga. It was an independent unit under the command of the 4th Headquarters Detachment, 2nd Army Headquarters, Atlanta, Ga. The personnel of the cadre consisted of a commanding officer and 17 enlisted men.

Because of the proximity of Bowman Field, Ky. to First Troop Carrier Command Headquarters in Indianapolis, Ind., it was decided to establish a training program there using the 38th Air Ambulance Battalion organization as the nucleus for the first unit. On Sept. 28, 1942, the Squadron, consisting of 138 enlisted men and 2 officers, reported to Bowman Field, Ky. and was assigned to the First Troop Carrier Command. On Oct. 1, 1942 the squadron was redesignated the 507th Air Evac Squadron, directed by Troop Carrier Command. The unit was hurriedly trained, and from it, 6 nurses and 15 enlisted men were used with 2 flight surgeons in the Texas Maneuvers.

The 349th Air Evacuation Group, Headquarters and Headquarters Squadron was activated Oct. 6, 1942. The group consisted of 9 medical officers, 2 nurses in addition to the enlisted men. On Nov. 11, 1942, the 620th 621st and 622nd Air Evac Squadrons were activated and assigned to the 349th Air Evac Group. In late Nov. 1942, the War Dept. directed the 349th to train flight surgeons, flight nurses, and enlisted men for air evac duty aboard cargo carriers, and authorized new tables of organization for the basic unit, the Medical Squadron Air Evacuation Transport. This Table of Organization set up the squadron as a unit composed wholly of medical personnel, having no planes assigned. Each squadron was to consist of a headquarters section and four evac flights. The headquarters section would include the CO, Chief Nurse, and Medical Administrative Corps Officer. Each flight headed by a flight surgeon, was to have 6 flight nurses and 6 medical technicians, with one nurse and one technician making up a flight team. Squadrons were to be assigned to Troop Carrier or Air Transport Units.

The early training afforded these units was haphazard and consisted of basic training, squadron administration, the use of the litter and loading of air evac aircraft. A didactic course of study was not established until Jan. 1943. All personnel, with the exception of the 801st and 802nd MAES, who were trained by the 349th Air Evac Group were graduated from the School of Air Evacuation. The personnel of the 801st and 802nd were not so graduated because the training of these units was meager and totally inadequate compared with the training of other squadrons after Jan. 1943. The personnel of these squadrons were desperately needed for overseas evacuation of the war casualties, necessitating cutting their training short. They continued to train and improve their skills and techniques in the theaters of operation. Most of the nurses of these early pioneers later returned to the school of Air Evac for the didactic course. On Christmas Day 1942, the first of the squadrons departed for the North African Combat Zone. Similar units followed to every area, where American fighting men were engaging the enemy and to overseas stations along the global routes of the ATC.

The flight nurse emerged as the counterpart of the flight surgeon. Credit for the original idea of the flight nurse belongs to Miss Laurette M. Schimmoler, who as early as 1932 envisioned the Aerial Nurse Corps of America. She suggested an organization composed of

physically qualified and technically trained registered nurses, who would be available for duty in "air ambulances", as well as other aerial assignments. There was an exchange of letters between Miss Schimmoler and Gen. "Hap" Arnold, then Chief of the Air Corps. In her letters, she sought recognition of her organization. Gen. Arnold advised her to coordinate her project with the Red Cross. She replied that she had contacted the Red Cross in previous years and the personnel in that office were not air minded and could not see the need for nurses to be so educated. The Red Cross maintained this attitude until 1940. By then, the activities of the Aerial Nurse Corps had been publicized and many inquiries were being directed to the Army Nurse Corps and the Red Cross Nursing Service. Answers to these inquiries, reveal an official attitude of opposition to the organization and a lack of imaginative foresight concerning the possibility of the future use of the airplane in the evacuation of the wounded.

By the latter part of 1940, Miss Mary Beard, Director of the Red Cross Nursing Service, acknowledged that Miss Schimmoler had promoted something which was needed. However there was a general lack of enthusiasm among most medical officers. As late as July 1940, the Chief of the Medical Div. felt that in time of war, nurses would not be used on airplane ambulances.

It remained for Gen. David N. Grant, as Air Surgeon, to develop the concept of the flight nurse as a part of the medical team. Without the personal interest of Gen. Grant in furthering the status of the nurse within the field of aviation medicine, it is doubtful the military indifference could have been overcome to the degree that it was during the war. Therefore Nov. 30, 1942, an urgent appeal was made for graduate nurses for appointment to the Army Air Forces Evacuation Service. The nursing program at Bowman Field, Ky. was at this time under the direction and leadership of Capt. Grace Mundell.

On Feb. 18, 1943 the first formal graduation of nurses of the 349th Air Evac Group was held at the base chapel at Bowman Field, Ky. The 30 members of this group had completed a program of instruction that was definitely in the experimental stage. The 4-week course included class work in air evac nursing, air evac tactics, survival, aeromedical physiology, mental hygiene in relation to flying, training in plane loading procedures, military indoctrination and a one-day bivouac.

In his address to the first class, Brig. Gen. David N. Grant said, "Your graduation in the first class of nurses from the first organized course in air evacuation, marks the beginning of a new chapter in the history of nursing. Air Evacuation of the sick and wounded is already an accomplished feat, requiring only trained personnel for rapid and extensive expansion." At the end of his address, on the spur of the moment, realizing no one had thought of an insignia for the flight nurse, he unpinned his own miniature flight surgeon's wings and pinned them on the honor graduate, 2nd Lt. Geraldine Dishroon, remarking that the insignia of the flight nurse would be similar to that of the flight surgeon, with the addition of a small "N" superimposed on it. Having created this insignia without authority, difficulty was encountered in having it manufactured as no insignia manufacturer would make the wings without the War Dept.'s approval.

In Feb. 1943, the course was extended to 6 weeks. A small amount of flight training was obtained by taking advantage of Troop Carrier Command planes going through Bowman Field or by scheduling personnel on the shuttle to Indianapolis when the load permitted. Not until June 25, 1943 was the Army Air Forces School of Air Evacuation officially designated and placed under direct supervision of the Commanding General, First Troop Carrier Command. Its mission was to instruct and train students in the professional, technical, tactical and administrative procedures involved in air evacuation. Lt. Col. John R. McGraw (MC) became Commandant of the School, Capt. Mary Leontine was the Principal Chief Nurse and Lt. Leora B. Stroup was the Instructor of the Dept. of Aviation Medicine and Nursing.

The School of Air Evacuation was the first of its kind in the world and its influence was world wide. During 1943, for example, nurses from the Royal Canadian Air Forces attended the school. The Brazilian Government, in cooperation with the Brazilian Red Cross, sent a representative to study the school so that one might be instituted in Brazil.

In Aug. 1944, it was decided that Headquarters, AAFATC would be responsible for evacuation of casualties within the continental

United States. Redesignated the 26th AAF Base Unit (AAF School of Air Evacuation) Bowman Field, Ky. was assigned directly but temporarily to Headquarters, AAF. Effective Oct. 15, 1944, the 26th AAF Base Unit (AAF School of Air Evacuation), Bowman Field, Ky. was discontinued and the 27th AAF School of Aviation Medicine assumed the mission of the School of Air Evacuation at Randolph Field, Texas.

With the formal designation of the AAF School of Air Evacuation, June 25, 1943, a curriculum was systematized to acquaint medical officers, medical administrative officers, enlisted men and flight nurses with their special responsibilities for administering medical treatment, classifying patients, loading patients on the plane, and treatment while in the air. Courses concerning administration, military medicine, and physical training with emphasis on procedures and tactics peculiar to air evac were carried out concurrently for each of these groups, so that at the conclusion of the training period, complete tactical organizations with their complement of male officers, nurses and enlisted personnel were ready for further training or assignment to overseas duty. Classes were conducted by squadron officers supplemented by instructors from the school. Actual air evac flights within the Zone of Interior ran concurrently. The training offered medical officers was primarily administrative. Another type of training program was that for Medical Administrative Corps Officers. One Medical Administrative Officer was assigned to each squadron.

The training of the flight nurse was designed to equip her for her duties in connection with the evacuation of the sick and wounded and prepare her for duty with ground medical installations. In order to become a flight nurse, graduate nurses were required to apply for a commission in the Army Nurse Corps. After a minimum of 6 months in an Army Service Forces unit hospital, she could apply for admission to the school. She had to be 62-72 inches in height, weigh from 105-135 pound, her age between 21-36. Physical fitness was important, in view of the fact most of the work was done in air at altitudes of some 5,000 to 10,000 feet. Work at that altitude is very tiring. The work of the flight nurse was not without danger. The aircraft used, usually C-46, C-47 or C-54 types, acted in a dual capacity. They carried cargo and troops to the battle fronts, after unloading were rapidly converted into ambulance planes for the return trip. Because of the dual use of the planes, they were not marked with the Geneva Red Cross, and on the return trip they were fair game for the enemy. Thus all nurses, who entered this field were volunteers.

The course of instruction for the flight nurses was increased from 6 weeks to 8 weeks in Nov. 1943. Emphasis was placed on the study of anatomy, physiology, ward management, operating room techniques, nursing, first aid, hygiene and sanitation. Two weeks of the 8-week course were devoted to specialized training at cooperating hospitals in Louisville, Ky. With the incorporation of the School of Air Evac with the School of Aviation Medicine, the course in aviation nursing was extended from 8 to 9 weeks. The course was designed to provide special training in emergency medical treatment.

A course in aeromedical physiology was a prerequisite for instruction in aeromedical nursing and therapeutics. The trainee learned the use of oxygen equipment and participated in two chamber flights in which treatment of patients at altitude was demonstrated. Transportation of neuropsychiatric casualties, was thoroughly covered in this program. The Convalescent and Rehabilitation Programs were described to enable the nurse to indicate to the soldier the probable nature of his future and medical care. Simulated problems of evacuation from medical installations to aircraft, and from aircraft to medical installations were presented, using mock-ups of a C-47, C-46 with web-strap litter supports, and a CG4A glider. Finally, the duties and responsibilities of an officer were fixed in the mind of the nurse. She reviewed military courtesy, customs of the service, logistics, and organization of the Army. She learned to safeguard information, to understand the provisions of the Geneva Convention as it pertained to medical personnel and to the treatment of prisoners of war.

Since advanced bases were located in the forward areas, often under primitive conditions, physical fitness and a knowledge of field living conditions were stressed. The student was issued field equipment, instructed in tent pitching, practical military hygiene and sanitation, made proficient in the use of camouflage, and taught map reading. Recent developments in diagnosis nursing care, and

treatment of chemical warfare were presented. Regular marches of increasing length for training and conditioning were utilized. The nurse practiced to maintain herself in deep water with minimum effort and learned rescue procedures. Ditching procedures were taught as part of the survival course, including a knowledge of life-boat equipment. On land, the general characteristics of the desert, arctic, and tropics were studied in association with the use of emergency equipment, kits and safety devices present on the aircraft. After a 4-day bivouac, the nurse was ready to undertake the final three weeks of her training. She participated in the actual evacuation of the sick and wounded within the continental U.S.

In August 1945, the flight nurse's course was changed to accelerate the training schedule and increase the number of nurses ready for assignment. Effective Aug. 20, 1945, the course consisted of three phases, each phase of two weeks duration instead of three. Six Philippine Army nurses, veterans of the Japanese occupation of their homeland, graduated from this abbreviated course and were to become the nucleus of the Philippine Air Evac Service.

Upon the termination of hostilities much of the field work was no longer deemed necessary. The newer course covered a period of 9 weeks, the first five of which dealt with medical subjects related to aviation nursing and other subjects pertinent to tactical air evac, while the last four weeks consisted of participation in actual air evac flights within the Zone of the Interior. Upon completion of the course, to which she had been on temporary duty, the nurse returned to her proper station to await call for air evac duty. The designation flight nurse, was not automatic, but upon successful completion of the course a request could be made to the Commanding General, Army Air Forces, by whose authority such a designation was granted. Upon certification, the nurse was then permitted to wear the flight nurse's wings.

A fourth type of training was that given air evacuation medical technicians. During the period when air evac training was given at the AAF School of Air Evac, enlisted men recruited from medical installations all over the country underwent a basic three-week course in the elements of field work, first aid, camouflage, and other basic subjects necessary to the medical soldier. After this period of training, the enlisted men engaged in a five-week specialized training program. Surgical technicians were given their practical medical work in three cooperating Louisville hospitals, where the nurse and technicians were assigned for two weeks. Each nurse was assigned a technician and instructed him in the elements of nursing care, intravenous technique, catheterization, oxygen administration, and other emergency procedures. The enlisted man was then given a didactic course in emergency medical treatment, conversion of the cargo plane to an ambulance plane, loading of patients and use of equipment. The fifth week of the second period of training was devoted to training flights, field maneuvers and the practical study of psychotic patients. The surgical technician worked with a nurse as a member of a team in training flights.

In most cases, the student assigned for this work was required to have served in his military occupational specialty for 6 months or more and to meet the physical requirements of class three. He was sent to Robins Field, Ga. for a 6-week course in field medical training at the AAF Medical Service Training School, before undergoing a two-phase program of 3 weeks duration at the Dept. of Air Evac, School of Aviation Medicine. At Randolph Field, the training program was devoted primarily to material pertinent to air evac. Like the nurse's program, special emphasis was placed on aeromedical nursing and therapeutics. Air Evacuation tactics, plane conversion, patient loading, and simulated evacuation preceded the local aerial training flights. Record keeping, supply procedure, the use of the parachute, and a basic study of weather for an understanding of the terms used in relation to the air evac operation were all part of the course. In the final phase of his course, he was under the tutelage of a graduate flight nurse. Here he engaged in actual evacuation flights within the U.S.

The Zone of Interior Training was arranged so that the three phases of training ran concurrently; thus the third phase was in operation at all times. This made possible the full utilization of the aircraft used for this training. Two C-47's, one L-5B, and one C-54 type aircraft were assigned to the school but were attached from First Troop Carrier Command for air evac.

The first mass evacuation of patients by air in the U.S. was in Jan. 1944 when patients from the Sicilian and Italian campaigns arriving on the ships ARCADIA and SEMINOLE were evacuated from the

Stark General Hosp. at the Port of Charleston, SC. The School of Air Evac and the 814th MAES participated in movement of 661 patients by C-47's to five general hospitals in the U.S. This evacuation exercise proved that air evac was practical in this country as well as in the theaters of operation.

Training in air evac was planned and organized by the First Troop Carrier Command. The School of Air Evac, however was in a sense always a separate organization with its own commandant and director of training; and while it was attached and assigned to the First Troop Carrier Command, it exercised almost complete autonomy in perfecting its training functions.

On Aug. 28, the Assistant Chief of Air Staff, A-4 notified the Commanding General, ATC that to meet air evac responsibilities, he should make available the necessary aircraft equipment to evacuate casualties to the U.S. from such bases as Alaska, Canada, Newfoundland, Greenland, Labrador, the Caribbean and other theaters whenever practicable and according to priorities and plans of the Air Surgeon. The plans did not call for special airplanes and stipulated that air evac was to be conducted in connection with routine operations of transports.

Three days later, the Chief of Staff cabled all theater and base commanders that air evacuations to the U.S. would be carried out by ATC; that the necessity for determining air evac priorities would be determined by the commander, with first priority given to emergency cases for whom essential medical treatment was not available locally; second priority be given to those cases where air evac was a matter of military necessity; and third priority to cases where prolonged hospitalization and rehabilitation were indicated, excepting psychotic cases.

First Troop Carrier Units operating in the theater of operations would evacuate patients to bases along the regularly established routes of the ATC, which agency in turn would transport patients from these bases to air terminals in the U.S. Facilities for medical care would be provided enroute and at bases along the routes for regularly scheduled stopovers or in the event of prolonged layovers. One MAES would be assigned to each wing. Receiving hospitals in the U.S. were to be located as near as possible to the airport of entry with facilities available above those normally required.

By the spring of 1943, the C-54 made possible the air transport route from Washington, DC to the United Kingdom. The C-54, which enabled priority passengers, cargo and mail to be moved in large volume, were to be flown by crews under contract by the commercial airlines. A scheduled route was planned for operations from Washington, DC and England via NY and Newfoundland. Harmon Field, Stephenville, Newfoundland was selected as the base to handle the transport operations. The removal of patients by this route was slow and most of those were ambulatory and cared for themselves. Steps were taken to establish a more direct route which would lead more directly to the United Kingdom. Gander Lake, Newfoundland was selected. With the development of the Central Atlantic air route to North Africa via Newfoundland and the Azores, it became necessary to establish an alternate airfield and refueling stop, in the Bermudas. La Guardia Field was the home of American Airlines and when this commercial carrier was awarded a government contract, it was from La Guardia that their ships flew the North Atlantic route.

In March 1944, the program expanded overnight from the evacuation and care of an occasional patient to a proposed program for the handling of 200 evacuees per day, of which an estimated 40 percent were to be litter patients. Since the primary mission of these transport planes was to transport vital war materials to the fighting fronts, patients had to be routed so that there would be a minimum of interruption to the scheduled flights. For that reason, it was decided to off-load all patients at La Guardia, NY with the originating station for evacuation being Prestwick, Scotland. From Prestwick, the route of evacuation was to be through Meeks Field and Harmon Field to La Guardia. In Africa, the originating station was Casablanca. The route was to be through the Azores to Harmon Field and on to La Guardia. The carrying aircraft were to be C-54's and C-54A's operated by Transcontinental Western Airlines, American Airlines, and the Ferrying Div. of ATC.

Each base presented different problems; routes to be traveled passed through climates which varied from warm to sub-zero. The personnel at Lagens, Azores were housed in tents and operated under field conditions. Six Nissen huts were secured from the British and became the framework for the development of an evac hos-

pital unit. At Harmon Field, transient traffic was heavy and housing, mess and other facilities were overtaxed. Stout houses were flown in from Presque Isle, Maine and placed on the flight line. At Meeks Field, Iceland, the hospital was located almost 9 miles from the flight line and patients had to be transported over a rough road by ambulance. La Guardia Field had no local hospital facilities available other than an 8-bed crash ward set up in one of the hangars. Air Force patients were sent to the Station Hospital at Mitchell Field and Ground Forces to Halloran Gen. Hosp. on Staten Island.

Plans were drawn up for warning various stations enroute of the approach of patient aircraft. Plans were also formulated for feeding of litter and ambulatory patients, the relief of medical attendants and the medical care of patients during short stopovers. The imminence of the invasion of Western Europe made haste imperative in preparing for evacuation of large numbers of patients. Evacuation of patients from overseas swung into high gear during the week ending 14 April 1944. Until the 822nd MAES was assigned to the North Atlantic Wing, May 1944, the European Wing had been furnishing the personnel to accompany patients evacuated from the United Kingdom. With the arrival of the 822nd at Stephenville and Lagens, a shuttle system was inaugurated whereby personnel assigned to the European Wing would accompany the patients to Stephenville or Lagens and then return to their home stations. Likewise, personnel accompanying patients from Casablanca would be relieved at Lagens.

Until April 1944, the patients carried aboard the returning planes were ambulatory. At this time, plans were instigated to adapt all cargo transport planes so that litter supports could be rapidly installed as required. Loading and unloading devices for litter patients were developed. The first type developed, carried one litter patient, operating on the fork lift used for loading and unloading the C-54 planes; in later models this was widened to hold two patients at a time. With team-work and training, it was found possible to off-load eighteen litter patients in from 7-10 minutes with a maximum of safety and minimum of handling.

The Normandy landings brought to a climax the developmental phase through which air evac over the North Atlantic had been passing. The training and experience of the preceding months had resulted in the formation of an organization which was able to efficiently handle the steadily increasing stream of wounded returning from the various theaters of operation. The 10,000th patients to be evacuated by air through the North Atlantic Div. was debarked at Mitchell Field, NY on 26 August 1944.

The Pacific Div., ATC entered the field of air evac in March 1943. Air Evac in those early days was conducted by the regular ATC Medical Dept. personnel. Long distance air evac in the Pacific Area was begun on a large scale in Nov. and Dec. 1943 with the arrival of the 809th and 812th MAES. These squadrons were attached to the Pacific Div. and participated in the evac of casualties from Tarawa.

The air evacuation of casualties from Kwajalein was undertaken during April and May 1944. During the air evac operation supporting the Palau Campaign, patients were evacuated by air to Los Negros in the Admiralty Islands, Guadalcanal and southward, using C-47's. However C-54's had been used to do most of the air evac — flying into Kwajalein, Saipan, Guam, Leyte, Manila, Okinawa, and Tokyo.

Because of the shortage of water evacuations, PACD was committed to evacuate psychotics. A War Dept. Directive required that an extra technician be assigned for each five psychotics on a plane. Thus two technicians were required for most flights. This put an extra workload on the techs until an additional group of 30 medical technicians with training in mental institutions were sent from the U.S.

Only in rare instances did the flight surgeon accompany the patients since the duty of the flight surgeon at each individual station was that of supervising all air evac activities. These activities; screening of patients, dispatching of trips, maintenance of discipline among flight personnel, the keeping and preparing of the air evac records, the supervision of messing facilities, and the sending and preparation of the necessary radio messages, took up more than 80% of the flight surgeon's time. A cadre, composed of at least one flight surgeon and technician went into the combat area at the earliest possible moment to contact the various hospitals which were to be evacuated, to establish a holding station, and to work out procedures prior to the actual start of the operations.

The vast areas covered by the PACD MAES brought up the problem of how to dispatch personnel so that maximum of benefit was derived from each team with a minimum of lost time "deadheading." At the same time, it was desired to give each team the same amount of the good and the bad. All air evac personnel except the flight surgeon were stationed at Hickam Field and traveled from station to station throughout the entire trans-Pacific route. Every team made the entire trans-Pacific run, including the run to Hamilton Field. At the end of this run, the nurses and techs received a rest at their home station at Hickam Field or Hilo, Hawaii.

From March 1943 through Oct. 1945, the PACD evacuated a grand total of over 111,000 patients, reaching its peak during May and June 1945 when over 10,000 patients were evacuated each month. The bulk of the patients were picked up in the Marianas, casualties from the Iwo Jima and Okinawa campaigns.

The ATC transported patients from overseas to general hospitals in the interior. From Jan. 1943 through May 1945, the foreign divisions evacuated more than 158,000 patients, mainly in C-54's. The PACD carried the greatest number, 78,000. In the 17 months from Jan. 1943 through May 1945, the AAF in all theaters evacuated more than 1,172,000 sick and wounded. The total death rate in flight was 4 per 100,000.

Air Evacuation in AAF reached its maturity in the ETO where, between D-Day and V-E Day, more than 350,000 patients were flown from a fast-moving front to general hospitals in England and France. The peak of activity in the ETO was reached in April 1945 when, in one month, nearly 2,600 a day stood as a record for all theaters of the war. The record for any single day was 4,707 patients.

The CBI, China, Burma, India Wing of the air evacuation began with the arrival of the 803rd MAES at Chabua, India, Nov. 7, 1943. Three C-47's were assigned for use as hospital planes. Two were used in the valley run which became a tri-weekly affair. The third was allotted exclusively for flying over the "HUMP" and was equipped with oxygen valves and marked with a red cross. On Dec. 2, 1943, the first American nurses allowed in China since the war, flew over the Hump from Assam, India.

Routine evac activities got under way not only in China but also in India and Burma. Flights were made tri-weekly from Chabua to the station hospitals, with each flight manned by two nurses, one flight surgeon and one tech. When not flying, the nurses worked in dispensaries at Mohankee, 167th Field Sick Bay at Chabua, and at the Group Dispensary.

The battle to retake Burma began and the emergency evac operations got under way in India and Burma. The air evac people started with the allies and followed them straight down through Burma. The Army maintained Field Hospitals and Portable Surgical Units right along with the combat troops and to these heroic medical people must be given unlimited praise. They were not the only heroes, for moving right along with the Army was the famous Dr. Seagrave Unit.

During the next few months, air evac activities from China decreased although there was an increase in patient load from Burma. The C-47 provided an adequate facility. However, a C-46 was also allotted for exclusive use in air evac and was flown to Karachi on its first mission.

The 803rd was given the responsibility of all air evac within the entire CBI theater. The busiest period was the spring and summer of 1944 when the Japs were being driven out of Northern Burma for the building of the Burma Road which climaxed with the capture of Myitkyina. During this period, air evac planes were making several daily round trips to the front line airstrips in Burma. At this time, some of the 803rd personnel were in China attached to the 14th AF and making air evac flights wholly within China. A few were in Calcutta operating flights out of Dum Dum. The Hump flights, Assam Valley and Karachi flights were also being maintained. Flying personnel rotated on all of these assignments.

In the fall of 1944, the 821st MAES arrived in the CBI to assist the 803rd. It established its headquarters at Ledo. The 821st took over the Burma operations and the 803rd continued to be responsible for China, Hump and trans-India air evac. At about this time, some members of the 803rd began to rotate back to the states. By 1945, the requirements throughout the theater had dropped considerably and the operation had a lighter work load than had been anticipated. The early part of 1945, the 25 nurse replacements arrived and took up the duties of the original group. In the latter part of 1945, the 803rd flew into Rangoon, Burma to evacuate the liberated

prisoners of the Japanese. Some of these had been held captive since Pearl Harbor; some were women and children and some were the heroes of the River Kwai incident.

The Naval Air Transport Service was established by the Secretary of the Navy five days after Pearl Harbor. In Dec. 1944, the Navy School of Air Evacuation at Alameda, Ca. was designed to train Navy flight nurses and pharmacists mates. The first class was graduated Feb. 13, 1945 and saw their first action in the battle of Iwo Jima.

Many types of aircraft were used for air evac. As far back as the Franco-Prussian War of 1870, the French used balloons to send 160 to safety. During WWII, the Army used four-engined C-54's for transoceanic evacuations and twin engined C-47's for stateside evac. The Navy evacuated battle casualties in twin-engined Catalina Seaplanes, four-engined PB4Ys and in landplanes, RD4Ds and R5Ds. Light liaison or grasshopper-type planes were used to evacuate wounded in the aerial invasion of Burma. The use of the helicopter for evacuation was just in the experimental stage during WWII although it was used in India to transport casualties. A litter capsule capable of enclosing a patient on a standard army litter was attached to each side of the fuselage. This was used extensively in Korea. The first test of glider evac of wounded in the ETO was made March 22, 1945 when a low flying troop-carrier plane towed a casualty-filled glider from Remagen, Germany to an evac hospital in France, a distance of 15 miles. 2nd Lt. Suella Bernard, flight nurse and Maj. Albert Haug, flight surgeon, both attached to the 816th MAES, made the historic flight with the casualties.

In 1952, the 315th Air Div. Wing went from C-54's to C-124's which could accommodate 127 stretcher patients or ambulatory using fewer flight nurses and technicians. In 1954, MATS added Convair C-131A Samaritans which could carry 40 ambulatory and 27 stretcher cases. In 1961, MATS added the C-135 jet passenger-cargo transport plane. In 1964 during the Vietnam War the C-118, C-130 and C-135 were used. Then in 1965 during the Vietnam conflict, the C-141 Starlifter was added. In 1967, the C-118 replaced the C-130, while in 1968 the C-123 Provider, C-7A Caribou and C-9A Nightingale were added. 1969, saw the use of the C-141 and today the 375th Aeromedical Airlift Wing uses the C-9A Nightingale for domestic flights, the C-9AF and C-130s overseas in theaters, and the C-141 in over water flights.

After WWII, patients continued to be moved by air as a peacetime activity. Training and operations were refined and the quality of patient care rose steadily as new aircraft, equipment and skills emerged. This improved aeromedical evac capability was a principal reason for a higher survival rate of battlefield casualties in the Korean Conflict and the Vietnam war as compared to WWII.

During the Korean Conflict, flight nurses, assigned to a squadron in Japan, evacuated thousands of patients out of the battlefield.

Many casualties were loaded hastily aboard the aircraft amidst the danger of enemy fire.

The aeromedical evac system was again tested during the Vietnam era. More than 400,000 people, including approximately 160,000 battle casualties, were evacuated from Vietnam to the states between 1964 and 1972. The mortality rate of Vietnam casualties was 1% which was much lower than that of the Korean conflict.

In the 1970's, flight nurses were privileged to participate in two other major events: Operation Homecoming and Operation Babylift. Lt. Col. Elizabeth Goker recalls the excitement of Operation Homecoming. She was one of several nurses asked to fly to Hanoi, North Vietnam to pick up the POWs in Hanoi.

Maj. Marcia Tate participated in Operation Babylift. Thousands of abandoned Amerasian children, fathered by American military men serving in Southeast Asia were airlifted to the states, where eager and loving adoptive parents awaited them. The spirit of Operation Babylift was saddened by the tragic crash of one of the aircraft on April 4, 1975. Numerous orphans and two medical crew members, including one flight nurse, Capt. Mary T. Klinker, were killed.

Air Evac personnel have been involved in a variety of humanitarian efforts. They participated in the evacuation of hostages from the Pan American airliner detained in Karachi, Pakistan and the Iran Hostages. They airlifted the injured sailors from the US Navy Ship, the USS Stark. When American troops went into Grenada to rescue the American students there, the injured were evacuated by air. The bombing of the Marine Barracks in Beirut, Lebanon Oct. 23, 1983 with such a tragic loss of life and so many casualties saw air evacuation teams arrive as needed.

Jan. 8, 1987 an on board fire in an aero-medical helicopter and subsequent crash, resulted in the loss of the pilot, patient, chief flight nurse, Mike McGinnis, R.N. and asst. chief flight nurse, Pam Demaree, R.N.

Air Evac personnel continue to be trained at Brooks AFB, San Antonio, Texas and remain ready for a call in case of a national emergency. From WWII to the present day, numerous Air Evac personnel have made the supreme sacrifice with their lives. This history is dedicated to those brave Officers, Nurses and Enlisted Medical Technicians, who gave their all. We honor them — may they never be forgotten.

*See Department of the Air Force — Medical Support of the Army Air Forces in WWII by Mae Mills Link and Hubert A. Coleman. Credit is given to the Surgeon General, USAF — 1955.

*See "Flying Our Wounded Veterans Home" by Catherine Bell Palmer in Sept. 1945 issue of National Geographic Magazine Page 363.

*See "Taking" by Carmelita Schimment and Maureen A. Darmody in Nov. issue of American Journal of Nursing Page 1420.



Air evacuation plane of today.

Insignia

Those of you, who had occasion to serve in or be air evacuated from Southeast Asia, may be familiar with the insignia of the 9th Air Medical Evacuation Squadron, USAF. While not presently in hand I understand that the beer can type of insignia worn by the members of this unit is practically the same as that once worn by the 801st Medical Air Evacuation Sqdn. The latter is a redesignation of the war-time 801st. However, the device was redesigned slightly in that the uniforms worn by Donald Duck and his nephews have been changed from olive drab to jungle green. Donald wears an old style aviator's helmet and Dewey wears a green beret. Depicted on the insignia is Donald with feet raised in air while the three nephews strain to carry Donald and the litter, all superimposed on a silver colored cloud (original was in white), all on a blue disk with red border.

Abram Hite Bowman 1875-1943

Louisville's scenic east side airport takes its name from its developer, Abram Hite Bowman. In 1920, Bowman succeeded in his pursuit to establish an airport that has had a long and colorful history and still provides aviation services to the community.

Abram Bowman was born in a small town south of Louisville in 1875. Seeking adventure and fortune, he journeyed to gold rush Alaska at the age of 25. Three years later, he returned to Kentucky to settle in Louisville and open a business with what newspapers of the day called "a small stake" gained from his travels to the north. Mr. Bowman's business venture evolved into a trucking company that established his position in transportation. During World War One he took an avid interest in aviation closely reading accounts of aviators and their machines in combat. Furthermore during that period of time, Bowman took a position with the Louisville Board of Trade and became a strong advocate for aviation in Louisville for-seeing the role of the airplane in a modern city's future. Interestingly, he never became a pilot.

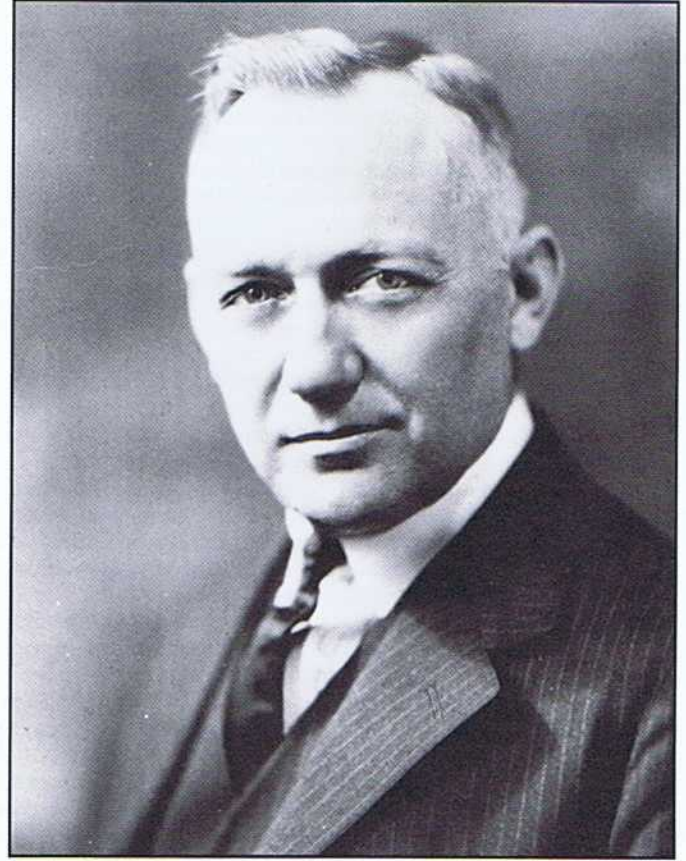
In 1920, Abram Bowman formed a business partnership with Louisville native and World War One aviator Robert Gast launching the Bowman-Gast Aero Company. During the same year, Mr. Bowman leased land and purchased an airplane, but more significantly established a flying field that officially took his name some time later. In 1922, Bowman along with local officials travelled to Washington, D.C. and gained for the airport an Army Air Corps Reserve outfit that became the 325th Observation Squadron Reserve. With military aircraft at Bowman Field and government financed hangar construction, the future of the airport was insured. In 1927 Mr. Bowman enlisted support from local government to purchase the airport. Voters eventually approved a \$750,000 bond issue and Bowman Field became public property.

During the late 1920s and early 1930s, major construction projects saw the reality of large permanent hangars and an administration/terminal building at the airport. The early 1930s also saw the arrival of scheduled airline service to Bowman Field. Still Abram Bowman continued to take an active part in airport activities despite the time devoted to his businesses, an important position with the Louisville Board of Trade, and presidency of a local bank. Mr. Bowman often visited the airport to greet notables arriving to the city and each year he would approve and put his signature on the airport's annual report. In 1938 at ceremonies marking the construction of hard runways at Bowman Field, he personally released the first load of concrete. During the wartime years, Mr. Bowman

attended numerous programs and graduations at the Bowman Field Air Base. Unfortunately in July 1943 he suffered a fatal heart attack and passed away during sleep. He was survived at that time by a wife and two daughters.

Abram Hite Bowman, a man with a vision, followed through on a dream and converted a farmer's field into an airport establishing a legacy that is a testimony to his name — even today.

By Charles W. Arrington



Abram Hite Bowman

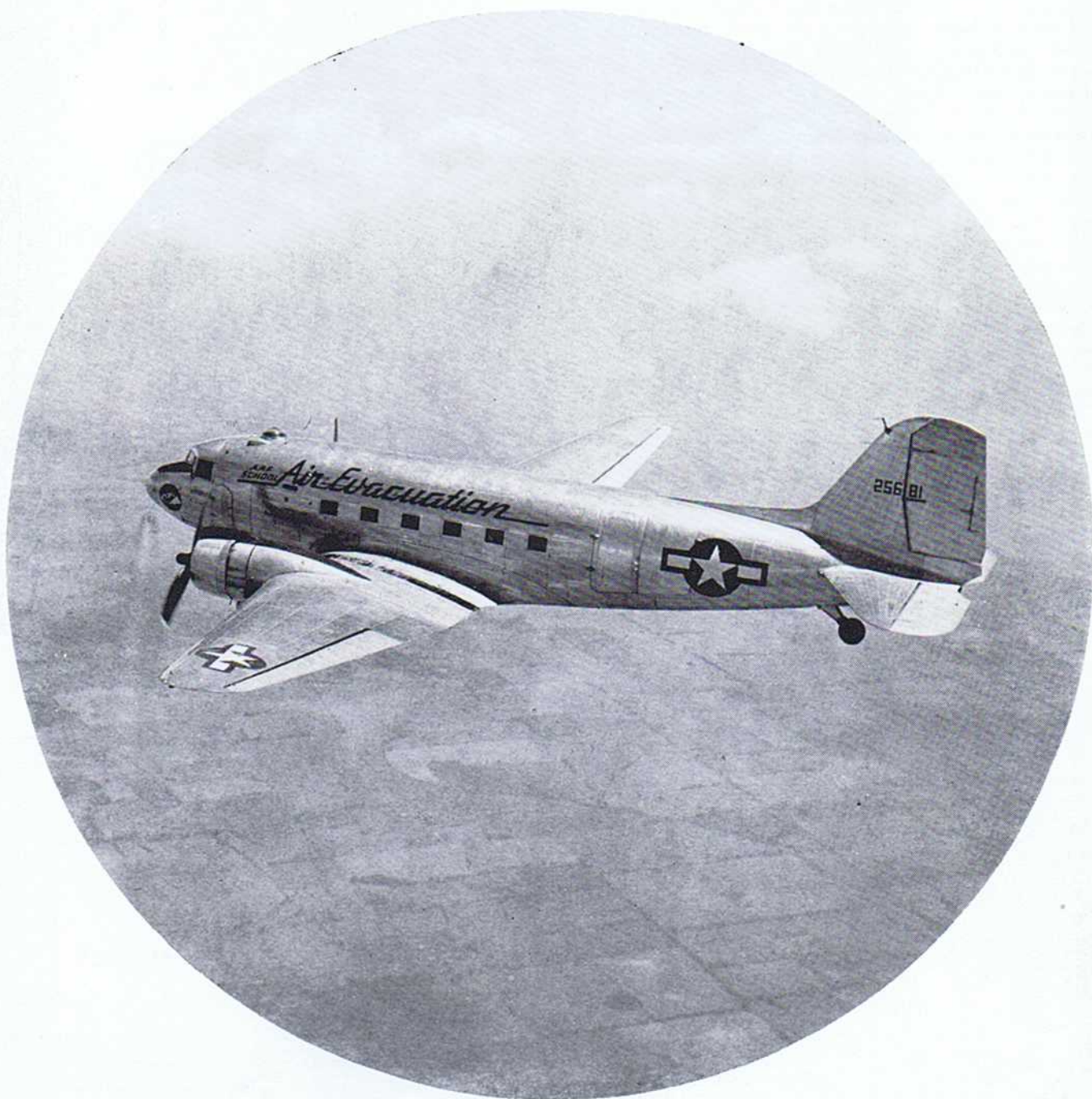


Ethel Guffey, Flight Nurse, receiving first diploma in first graduating class February 18, 1943 — Bowman Field.

WINGS OVER AMERICA

The following fifty-five pages are reprinted from the Bowman Army Air Book *Wings Over America* beginning with the history of the Army Air Force School of Evacuation.

ARMY AIR FORCES
SCHOOL OF AIR EVACUATION



BOWMAN ARMY AIR BASE

To Officers and Enlisted Men of the School of Air Evacuation and all Medical Air Evacuation Transport Squadrons, wherever they may be:

During the past seven months, it has been my privilege to be associated with the School of Air Evacuation. During this period of time, many hundreds of you have come and gone who are now actively performing air evacuation functions, not only in the various theaters of war, but also in the continental United States. Your willingness and desire to improve yourself, expressed by each and everyone of you during your student days at the School, cannot help but leave one with the feeling that you will do your best for air evacuation.

On behalf of the Staff of the School, I wish to express our appreciation for the excellent work you have performed, and to tell you that it is with a great deal of pride that daily we read of your achievements and success. In this publication, while we cannot hope to adequately cover almost two years of the School's existence, an honest attempt has been made to give each of you a souvenir or remembrance of the School of Air Evacuation and your part in its development.

John R. McGraw

JOHN R. McGRAW
Colonel, Medical Corps
Commandant



JOHN R. MCGRAW

COLONEL

Commandant, School of Air Evacuation

Colonel John R. McGraw, former Executive Officer Surgeon's Office, Second Air Forces Headquarters, Colorado Springs, Colorado, is Commandant of the Army Air Forces School of Air Evacuation at Bowman Field, Kentucky. He has been in command of the School since December, 1943.

Colonel McGraw, 48 Shady Lane, Johnstown, Pennsylvania, is a graduate of three of the Army's "upper bracket" schools: Medical Field Service School, Carlisle, Pennsylvania, 1939; Army Air Forces School of Aviation Medicine, Randolph Field, Texas, 1940; and the Command and General Staff School, Fort Leavenworth, Kansas, 1942.

Having held a reserve commission since June 6, 1934, he entered upon active Army service at William Beaumont General Hospital, Texas, January 4, 1937, and received a regular commission of First Lieutenant August 17 of that same year.

Subsequent assignments, from October, 1937, to July, 1940, took him to Fort McKinley, Maine; Walter Reed General Hospital, Washington, D. C.; the Medical Field Service School at Carlisle, Pennsylvania; and Fort Lewis, Washington.

He was graduated from the AAF School of Aviation Medicine in August, 1940, after which he served 10 months at McChord Field, Washington. In 1942 he attended the Command and General Staff School and was graduated in the same class with Colonel Stevenson whom he succeeded as Commandant of the AAF School of Air Evacuation here.

Colonel McGraw next was assigned to the Second Air Force Headquarters at Spokane, Washington, and moved with it to Colorado Springs, Colorado, in July, 1943, as Executive Officer in the Surgeon's Office. He remained there until his transfer in December, 1943.

Colonel McGraw was born at Lakemont, Pennsylvania, was graduated from the Johnstown High School, 1928, and from the Pre-Medical and Medical Schools of the University of Pittsburgh, M.D., in 1934. Upon completing his internship at Conemaugh Valley Memorial Hospital, Johnstown, in 1935 he entered private practice but, six months later, became associated with the United States Public Health Service at Marine Hospital, Galveston, Texas. He was with this institution, in an official capacity, until the time he began his Army career.



Colonel Stevenson, First Commandant of the School.

HISTORY OF AIR EVACUATION

Often referred to as one of medicine's outstanding developments of World War II, Air Evacuation has expanded during World War II with the same speed that has marked the development of our "Astronomical" air force. Today it is saving lives and alleviating suffering on all of our far-flung fighting fronts.

Organized at Bowman Field, Louisville, Kentucky, on October 6, 1942, the first Air Evacuation training program was a realization of a dream which medical officers of the Army Air Forces had for many years to train Flight Surgeons, Flight Nurses and surgical technicians. It was still in the experimental stage when Major Scott M. Smith, then Commanding Officer of the School, and his staff of officers and nurses constantly sought new systems and ways to increase the speed and efficiency of the science of evacuation by air.

First known as the 349th Air Evacuation Group, and later redesignated the Army Air Forces School of Air Evacuation on June 25, 1943, and placed under the direct control of the Commanding General, Army Air Forces, this School has during its short history, trained numerous squadrons of officers, nurses and enlisted technicians who are now serving on all major battle fronts of the war.

Instrumental in the development of the School and its training program has been Colonel Ralph T. Stevenson, former Commanding Officer of the School, who assumed command of the organization soon after its establishment. Formerly a Dayton, Ohio, general physician, Colonel Stevenson received the rank of Lieutenant Colonel in December, 1942, and was promoted to the rank of full Colonel in October, 1943. He joined the Army in 1933 and after training

Lieutenant Elsie S. Ott, the first nurse to receive the Air Medal, is shown below receiving the award from Brigadier General Fred W. Borum, who made the presentation at Bowman Field.



AT BOWMAN FIELD

at numerous Army Schools served in the Philippines from 1938 to 1940.

Present Commanding Officer of the School is Colonel John R. McGraw, 32, former Executive Officer, Surgeon's Office, Second Air Force Headquarters, Colorado Springs, Colorado, who relieved Colonel Stevenson on January 1, 1944. On that date, Colonel Stevenson was transferred to Headquarters, First Troop Carrier Command, Stout Field, Indianapolis, Indiana, where he assumed the duties of Command Surgeon.

An integral part of the program of the Army Air Forces School of Air Evacuation is the training of Flight Nurses, the Angels of Mercy who ride the skyways to care for the sick and wounded while in flight from battle zones to hospitals far behind the combat lines. A class of these nurses is now graduated from the School of Air Evacuation every eight weeks.

Today the Air Evacuation Nurse receives instructions in more than a dozen different courses which range from aircraft identification to oxygen indoctrination. Upon successfully completing this course she is presented with a diploma and a pair of gold wings which officially designate her as an Air Evacuation Nurse. Although numerous nurses were trained at the School of Air Evacuation and sent to active duty overseas prior to the establishment of a definite curriculum of study, the first class of nurses was not formally graduated until February 18, 1943.

The curriculum at the school is designed to acquaint the three classes of personnel involved—flight surgeons, flight nurses and enlisted men of the Medical Department—with their special responsibilities for administering emergency medical treatment, classifying patients, loading patients on the plane, and treatment while in the air. Training courses are carried along concurrently for each of these three groups so that, at the conclusion of the training period, complete tactical organizations with their complement of doctors, nurses, and enlisted personnel are ready for assignment to overseas duty.

The curriculum of the School has been set up with one primary purpose: to equip each nurse for the vital hours she spends in the plane. All the courses are practical.

Core of the Flight Nurse's course is training in subjects that specially pertain to her work under flying conditions. Her instructors at the School are Flight Surgeons—graduates of the School of Aviation Medicine at Randolph Field, Texas, which has long been famous for its experimentation with the effects of flying on the human body. Effects of high altitude on a patient's condition must be taken into account; dosage of certain medicines must be increased; others sharply reduced.

The activities of the School of Air Evacuation and its comprehensive training program has attracted international notice and

Lieutenant Ruth M. Gardiner of Indianapolis, Indiana, was the first nurse to be killed in a theater of operation in this war. Lieutenant Gardiner graduated from Philadelphia General Hospital in 1935.



THE COLOR GUARD

acclaim. Many prominent personages have visited the School to inspect its training curriculum. These include Mrs. Franklin D. Roosevelt, General H. H. Arnold, Commanding General of the Army Air Forces, Senora Anesia Machado, Brazilian aviatrix, and Lieutenant Colonel Nellie V. Close, Chief Nurse in the Air Surgeon's Office.

Latest figures released from Army Air Forces offices show that 250,000 casualties from every major theater of operation have been successfully evacuated since the outbreak of the war. Playing no small role in this vital function have been the hundreds of pretty, competent Lieutenants of the Army Nurse Corps whose names appear on the following pages of the history of the Army Air Forces School of Air Evacuation at Bowman Field.

First Lieutenant Burton A. Hall was the first flight surgeon from the School of Air Evacuation lost in action in the South Pacific area. Lieutenant Hall graduated from Hahnemann Medical School in 1938.





CHESTER C. DOHERTY
Lieutenant Colonel
Assistant Commandant of School of Air Evacuation



EDWIN J. McBRIDE
Captain
Deputy of Administration and
Services



JOHN J. HORTON
Captain
Deputy of Supply and
Maintenance



RUSSELL C. SMITH
Major
Director of Training

NURSING SERVICE



MARY R. LEONTINE
Major

LEORA B. STROUP
Captain

ANNE M. BARAN
Captain

AVA A. MANESS
Second Lieutenant



AGNES A. JENSEN
Second Lieutenant

HELEN PORTER
Second Lieutenant

EUGENIE H. RUTKOWSKI
Second Lieutenant

VIRGINIA C. DEIBEL
Second Lieutenant



DEPARTMENT OF TRAINING



LAURENCE L. PALITZ
Major



LEO S. BELL
Captain
Instructor

MILTON GREENBERG
Captain
Instructor

GEORGE H. GRAY
Major
Air Convoys Liaison Officer

PAUL C. MALL
Captain
Instructor

ANDREW F. GRUBER
Captain
Instructor

WILLIAM V. MAYER
First Lieutenant
Instructor



S

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F



WARREN H. HINTZ
Captain
Personnel Officer

HOWARD F. PHILLIPS
First Lieutenant
Adjutant

JEAN H. WERTHER, JR.
First Lieutenant
Detachment Commander

SOLOMON SHIFF
First Lieutenant
Mess Officer

HAROLD JAFFREY
First Lieutenant
Supervisor of Supply

HENRY F. OTTER
First Lieutenant
Assistant Personnel Officer

SCHOOL OFFICERS



ROBERT H. ATKINSON
Captain



GRIFF W. BILBRO
Captain



MAURICE BLINSKI
Captain



R. LEE BOLING
Captain



EDWARD M. COE
Captain



HERWALD B. GEIGER
Captain



DONALD H. HASELHUHN
Captain



HOWARD R. LAWRENCE
Captain



JOHN C. TURLEY
Captain



SPENCER A. TRUEX
First Lieutenant



DONALD W. BRUNDAGE
Captain
Personnel Officer, 826th AET



ROBERT T. CURLEY
Captain
Flight Leader, 826th AET



NORMAN FABIAN
Captain
826th AET



ARETUS D. MARTIN
Captain
Flight Leader, 826th AET



ANTHONY P. SOLIMINE
First Lieutenant
Supply Officer, 826th AET



THOMAS L. CALVY
Captain
Flight Leader, 827th AET



NORMAN E. MARSH
Captain
Flight Leader, 827th AET



ROBERT C. STOW
Captain
Commanding, 827th AET



STEWART C. WHEELER
Captain
Personnel Officer, 827th AET



RICHARD F. FOELL
First Lieutenant
Supply Officer, 827th AET



WILLIAM C. BROWNE
Captain
Flight Leader, 828th AET



PAUL T. COOK
Captain
Flight Leader, 828th AET



MARVIN J. SETZER
Captain
Assistant Base Operations
Officer, 808th Unit Base



HAROLD BERS
First Lieutenant
Commanding, 823rd AET



IRVIN M. BERKOWITZ
First Lieutenant
Commanding, 825th AET



The Blunder Mug, as any one can plainly see, is an award both beautiful and utilitarian. This magnificent trophy is presented to that individual in the Army Air Forces School of Air Evacuation who, in the opinion of a wise and fair committee, behaved in the most unorthodox and unmilitary manner during any given period.

Strange and wondrous have been some of the misdemeanors. Space does not permit a discussion of this subject. So we hereby publish a list of the winners—those miscreants whose names are emblazoned on the gleaming walls of the mug for future generations to gaze upon in awe and envy?

- | | |
|---|-------------------|
| Major William K. Jordan | April 21, 1943 |
| Lieutenant George H. Gray | June 2, 1943 |
| Major R. C. Weinstein | August 30, 1943 |
| Colonel R. T. Stevenson | December 29, 1943 |
| Captain G. H. Lemon | January 1, 1944 |
| Major Mary Leontine | January 21, 1944 |
| Major George H. Gray and Captain Edwin J. McBride . . . | July 28, 1944 |

Snapshots of School of Air Evacuation



Left to right: General H. H. Arnold, left, conferring with General D. N. W. Grant, Colonel E. L. Bergquist and Colonel R. T. Stevenson after inspecting the School of Air Evacuation at Bowman Field on May 5, 1943.



Brigadier General Grant, left, Air Surgeon of the Army Air Forces, talks things over with Brigadier General E. G. Chapman, commanding general of the Airborne Troops, at the first graduation of nurses at Bowman Field, February 26, 1943.



801ST
Ceremonies presenting Air Medal to Second Lieutenants Gerda Bouwhuis, Seraphine Petrocelli and Regina Brown. Colonel Stevenson and Lieutenant Colonel McGraw made the presentation.



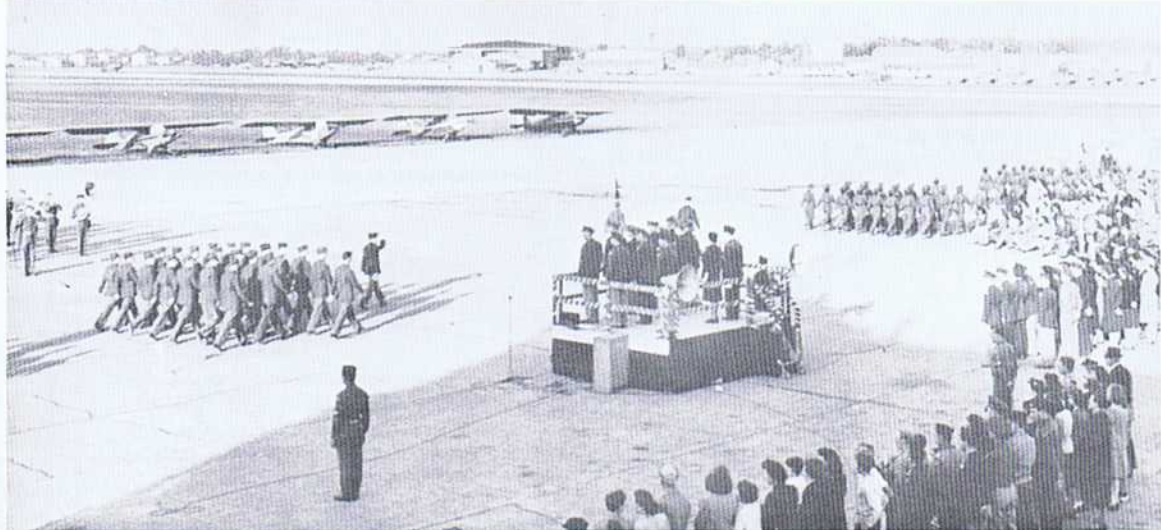
118679
Loading demonstration in honor of General Arnold.



Colonel Rasmus T. Stevenson, left, and Lieutenant Colonel John R. McGraw (right) welcome back to Bowman Field three nurses who have returned from active duty in the South Pacific. From left to right, the nurses are Lieutenants Regina Brown, Seraphine Petrocelli and Gerda H. Bouwhuis. 801ST.

Mrs. Franklin D. Roosevelt is escorted on her inspection of the School of Air Evacuation by General Grant and Lieutenant Colonel McGraw.





Colonel John R. McGraw.

Above: High Army officials review the School of Air Evacuation on the event of its first anniversary.

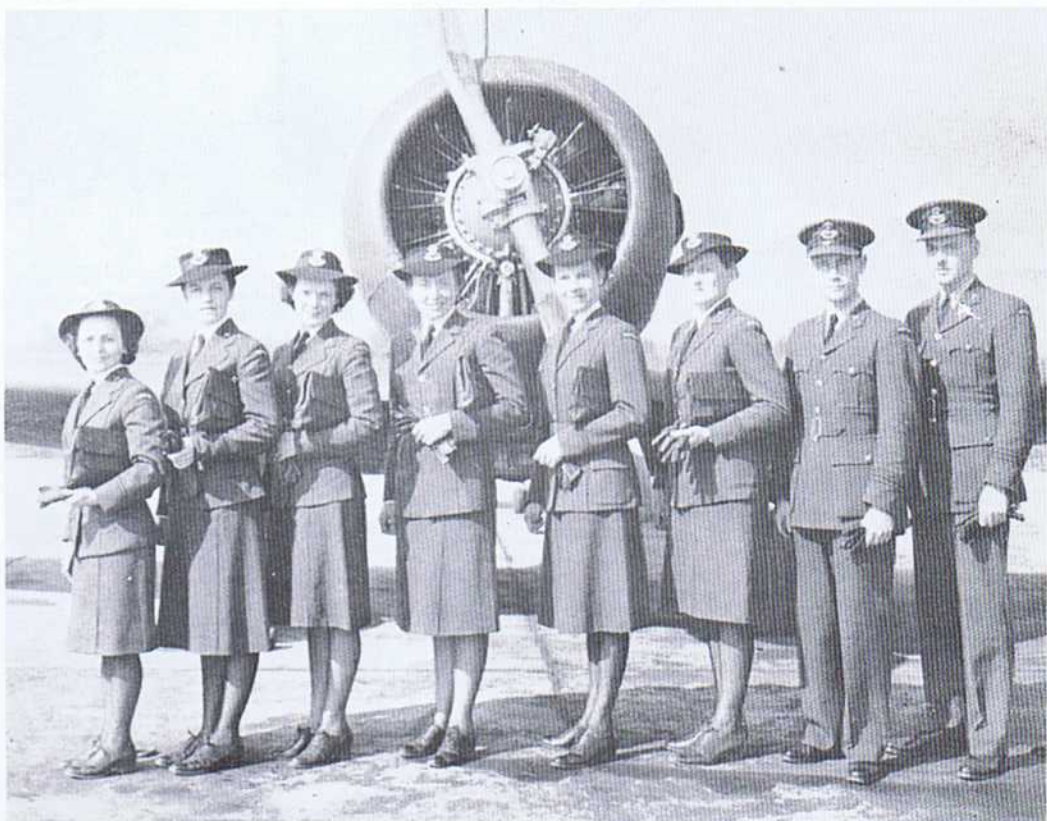


Right: Canadian nurses and officers of the Royal Canadian Air Force completed the course at the School of Air Evacuation at Bowman Field, graduating with the seventh class. Shown, left to right, are Nursing Sisters Lack, LaBrique, Collings, Jorgensen, Hardwick, Pinckney, and Flight Lieutenants Lloyd-Smith and Nonnamaker.



Below, left: Instructing at bivouac with the fourth class are, left to right, Captain Edward Phillips, Lieutenant Leora B. Stroup, Captain William P. McKnight, Second Lieutenant Andrew F. Gruber, Captain Andrew D. Henderson, Captain Edward A. Sawan, and First Lieutenant Joseph A. Alfieri.

Below, right: The Flight Training Office.





BIVOUAC

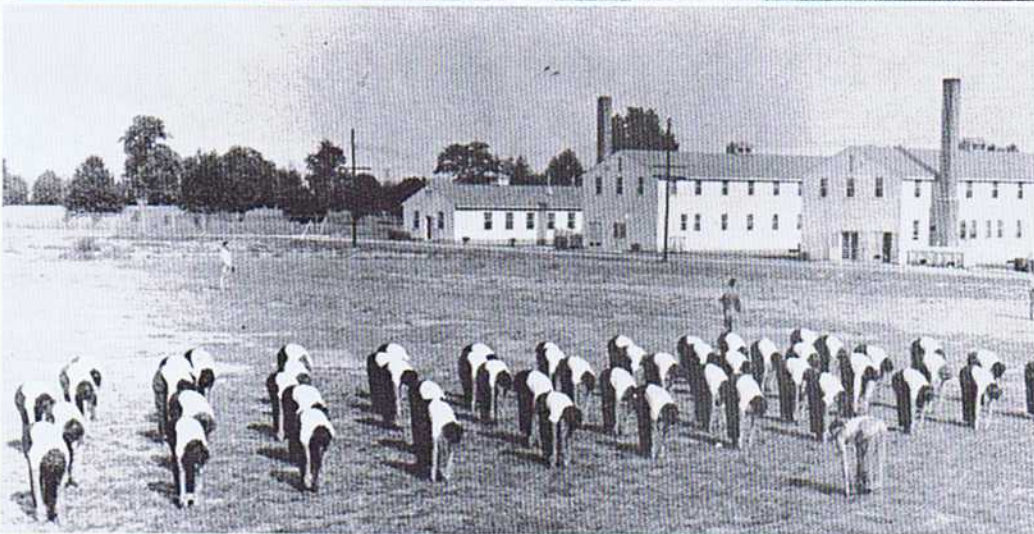
Explaining the compass during bivouac of the fourth graduating class (upper left) are, left to right, Lieutenant Colonel Stevenson, Second Lieutenants Mary R. Svahula, M. Elizabeth Binkley and Beatrice E. Roberts. During bivouac one may expect to crawl through the most inaccessible places (upper right). There are no beauty parlors on bivouac. The girls shown at the lower left are not primping for dates. The idea is to make oneself look as much as the surrounding terrain as possible. Hard work brings on a tremendous thirst, and the old lister bag (lower right) comes in handy. Coca-Cola wasn't there that time, but the good old drinking water was.

The Air Evacuation nurses line up for inspection (upper left). A different but more popular lineup is that for mess (upper right). During a lull in the seventh inning, the nurses indulge in the pause that refreshes (lower left). During off-moments a popular place with nurses is the Post Exchange (lower right).

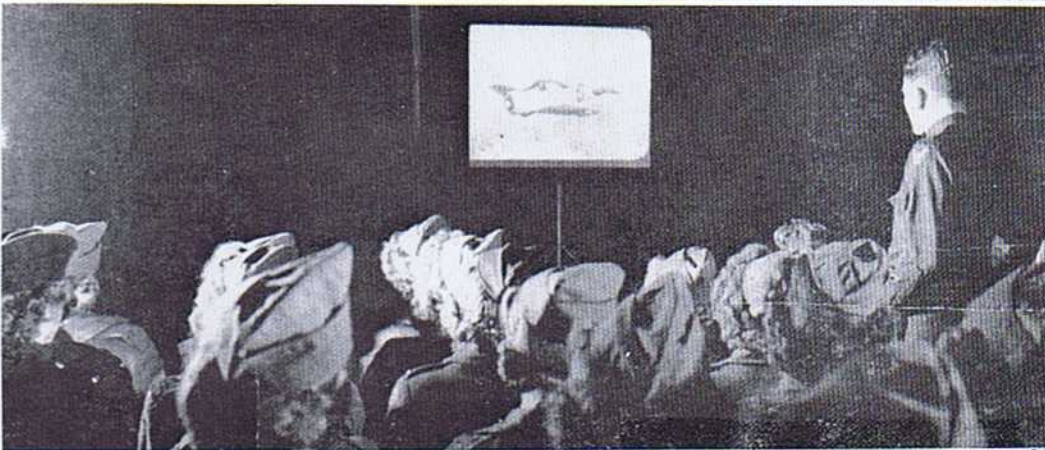


CLASSES

Classroom work keeps them occupied for a considerable portion of the time during the courses at the School of Air Evacuation at Bowman Field. Many and varied are the subjects covered, and all tend to condition the pupils for the circumstances they will face on the flying fronts. Nurses are briefed before flight (upper left); trained in a mock plane to attend wounds during flight (upper right); given the old one-two-three for added pep (lower); instructed in the proper manner in which to load casualties (center); and are taught to identify planes immediately upon sight (bottom).



Below: Unloading ambulance plane.
Lower: Nurses march after retreat parade.





Graduation day finds them eager and ready to go on their first mission. Shown, upper left, flight nurse and surgical technician simulate the evacuation of wounded from the battle zone. Flying nurses go on the air in more ways than one (upper right), while others, in flying togs, scan the horizon with maps in hand (lower left). A nurse cuts her cake while they sing "Happy Birthday" (center), while another proudly displays her wings (lower right).

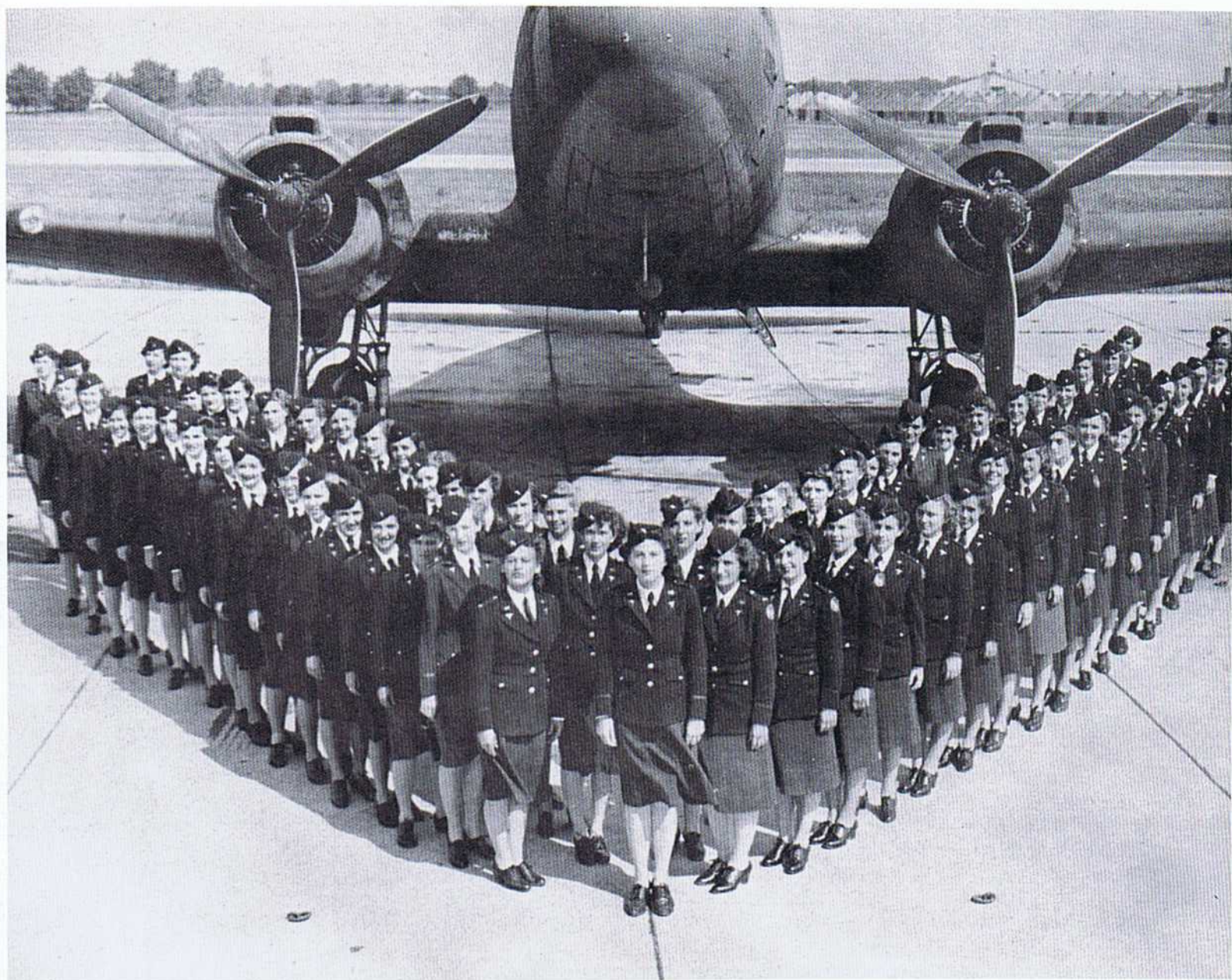


The nurse fully realizes the importance of discipline in Army life as she stands rigidly for inspection.

Wings for

Four riotous weeks of training ended, gold Flight Nurse's wings were waiting for these nurses, the first official air evacuation group graduated from Bowman Field, as they were told to prepare for immediate call to foreign duty. Flying nurses wear flying togs, but her hospital uniform is the traditional white dress.





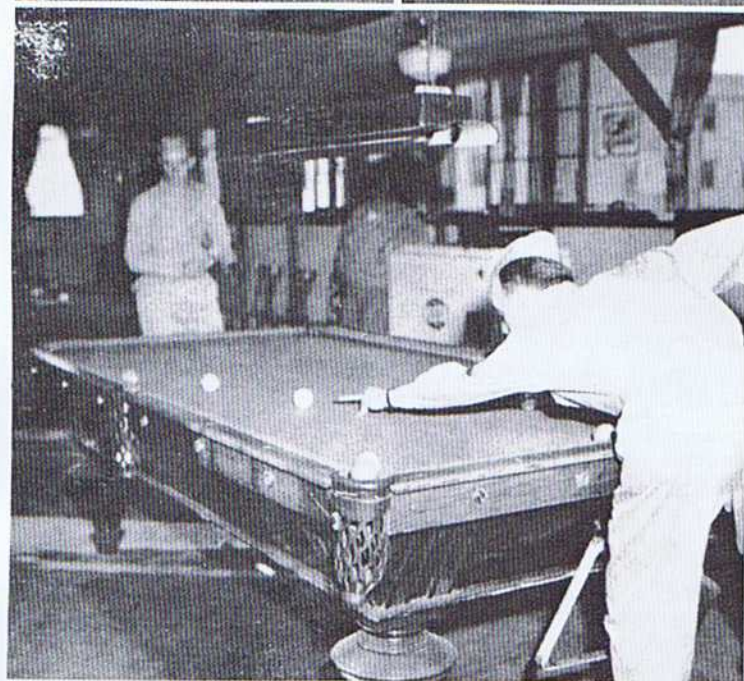
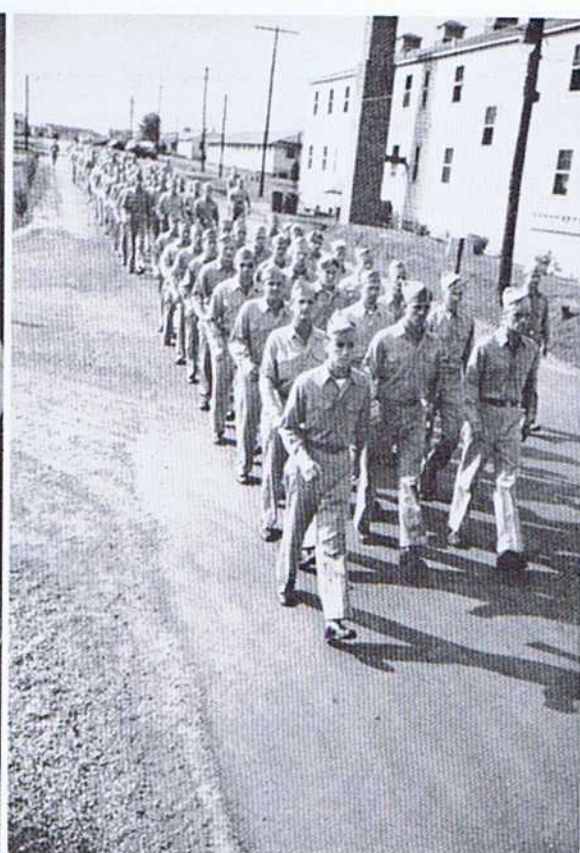
Flying nurses, angels of mercy to the men on the battlefronts, line up in V formation before a giant plane of the type that will take them to the battlefronts to evacuate the wounded, giving the professional medical attention en route to the hospitals behind the lines. The lives of many soldier boys who otherwise might have been lost are saved by brave nurses who risk their lives regularly that others might live and fight.

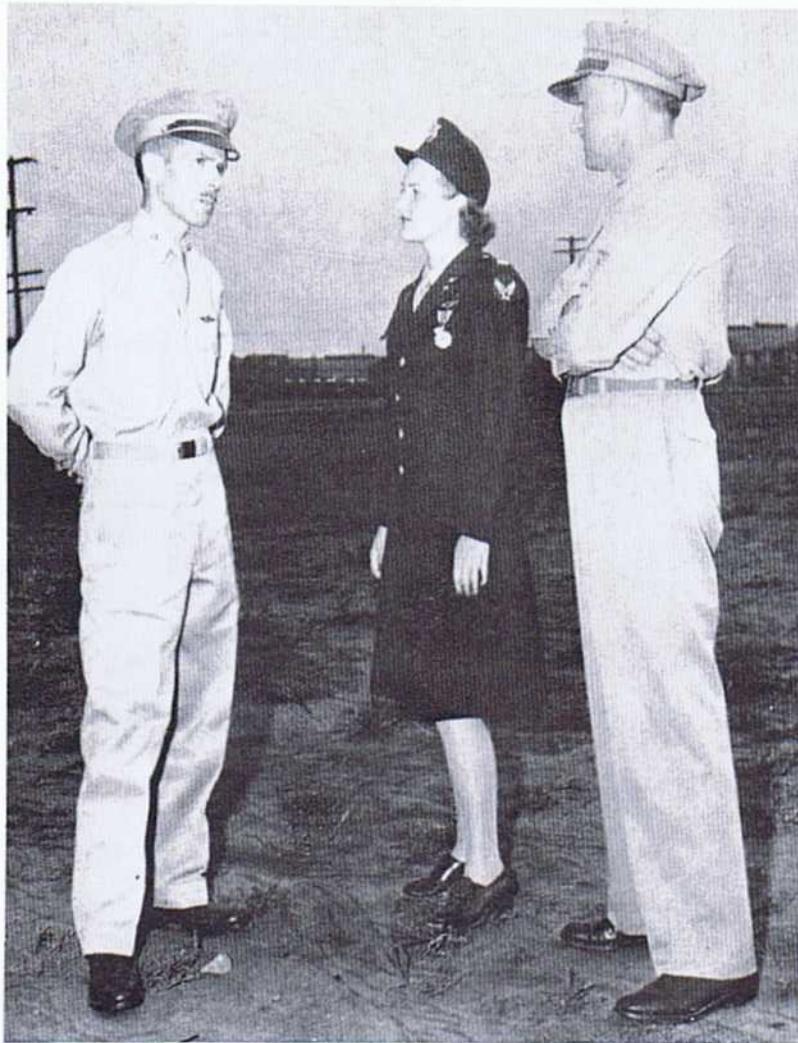
Flying Nurses

What do you think of your flight nurses' wings? "Naturally, I'm proud," says Lieutenant Cleo M. Swann of Washington, Indiana.

"Hut-two-three-four, hut-two-three-four." Garbed in natty blue flight suits, graduates of the first class for air evacuation prepare to parade before Brigadier General Borum, commanding general, First Troop Carrier Command, who presented diplomas. Soon after they were flying over the front lines, evacuating the wounded from foreign battlefronts.



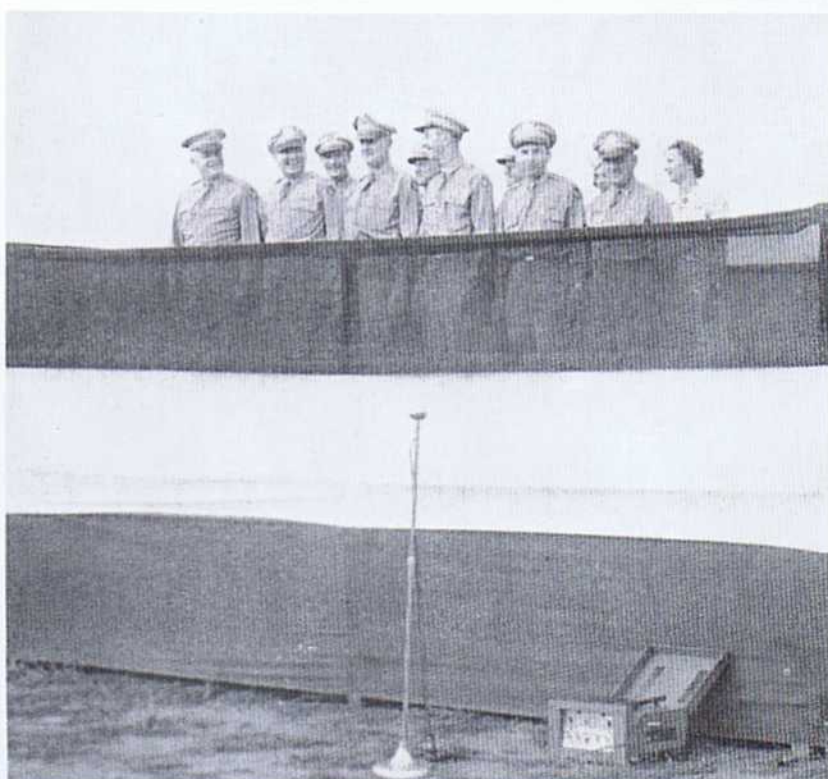




Above, Left: Flight Nurse Mae E. Olson of Little Falls, Minn., tells Brigadier General Raymond E. O'Neill, Commanding General of Chanute Field, Ill., of her experiences on Guadalcanal. Lieutenant Olson was the first nurse on the Island. She was awarded her fourth oak leaf cluster for heroic efforts in evacuating the sick and wounded in Troop Carrier planes. The presentation was made at Bowman Field's Air Evacuation School, Louisville, Kentucky. Lieutenant Colonel Chester C. Doherty, Assistant Commandant of the school, looks on. Right: General H. H. Arnold, Commanding General, Army Air Forces, awards Lieutenant Matilda D. Grinevich with the Oak Leaf Cluster to the Air Medal at ceremonies at Bowman Field.

The award of the Air Medal to Second Lieutenant Dorothy P. Shikoski by Lieutenant General Harmon, New Hebrides.

General H. H. Arnold's Review.





Six flight nurses assembled at the Air Evacuation School's insignia at Bowman Field, Louisville, Kentucky, watch a Troop Carrier Plane coming in for a landing. Upon completion of their studies at the Air Evacuation School, the nurses will be assigned to Troop Carrier Planes to evacuate sick and wounded soldiers from the war zones. Left to right, overhead: Lieutenants Helen Logan (637 Van Courtlandt Park Avenue) Yonkers, New York; Beatrice Eastman (14 Richardson Street), Barre, Vermont; and Rita Marie Dowd (2618 Swain Street), Philadelphia, Pennsylvania. Lower trio: Lieutenants Mae Bergman (1016 10th Avenue, South), Escanaba, Michigan; Anne Eney (2700 Wisconsin Avenue), Washington, D. C.; and Betty Bunkelman, Seymour, Wisconsin.



Flight Nurse Burnette Stensrud of Freeborn, Minnesota, points where she wants to be in the Philippines. General MacArthur's men are getting closer, and she hopes to be out there evacuating the sick and wounded in Troop Carrier Planes. Looking on are Flight Nurse Lucille Siuda of Chicago and Captain Leora B. Stroup, chief nurse, of Cleveland, Ohio. Lieutenants Siuda and Stensrud have seen service in the South Pacific. Captain Stroup, who waved goodbye to them two years ago, welcomes them back to Bowman Field's Air Evacuation School, Louisville, Kentucky, where the nurses are taking refresher courses.



Nurses' quarters on Guadalcanal.

Nurses' quarters on the New Hebrides.



**CLASS
44-E**



LOUISE MILLER
Captain
Chief Nurse



MARY E. GUILFOYLE
Captain
Chief Nurse



JOYCE A. BARAGER
First Lieutenant
Chief Nurse



KATHLEEN M. PITMAN
First Lieutenant
Chief Nurse



ELIZABETH M. RINGWALD
First Lieutenant
Chief Nurse



RUTH L. ZUBER
First Lieutenant
Chief Nurse



KATHERINE ABBOTT
Second Lieutenant
Air Evacuation Nurse



AGNES AKZAMET
Second Lieutenant
Air Evacuation Nurse



JULIA A. ALBANI
Second Lieutenant
Air Evacuation Nurse



ALIZE V. ATKINS
Second Lieutenant
Air Evacuation Nurse



ARLENE M. AUFMUTH
Second Lieutenant
Air Evacuation Nurse



RUTH E. BANFIELD
Second Lieutenant
Air Evacuation Nurse



MAURINE BARTON
Second Lieutenant
Air Evacuation Nurse



MELBA M. BARTON
Second Lieutenant
Air Evacuation Nurse



OLGA E. BELEVICH
Second Lieutenant
Air Evacuation Nurse



MARGARET H. BLAMY
Second Lieutenant
Air Evacuation Nurse



JOYCE V. BOISVERT
Second Lieutenant
Air Evacuation Nurse



HELEN BORUFF
Second Lieutenant
Air Evacuation Nurse



HELEN E. BURR
Second Lieutenant
Air Evacuation Nurse



HELEN A. CALNAN
Second Lieutenant
Air Evacuation Nurse



JOSEPHYNE B. CAMPBELL
Second Lieutenant
Air Evacuation Nurse



BARBARA D. CHACHO
Second Lieutenant
Air Evacuation Nurse



LUCIA T. CLEMENT
Second Lieutenant
Air Evacuation Nurse



SUSAN F. CLOUSE
Second Lieutenant
Air Evacuation Nurse



BARBARA C. COFFIN
Second Lieutenant
Air Evacuation Nurse



CORA E. CONERLY
Second Lieutenant
Air Evacuation Nurse



FLORENCE E. COTTER
Second Lieutenant
Air Evacuation Nurse



DORIS T. DARBY
Second Lieutenant
Air Evacuation Nurse



BLANCHE L. DAVIS
Second Lieutenant
Air Evacuation Nurse



DORIS C. DENTON
Second Lieutenant
Air Evacuation Nurse



MURIEL C. ELLIS
Second Lieutenant
Air Evacuation Nurse



ELEANOR V. FARR
Second Lieutenant
Air Evacuation Nurse



CARMELA C. FERRARO
Second Lieutenant
Air Evacuation Nurse



RUBY H. FIFIELD
Second Lieutenant
Air Evacuation Nurse



JULIA H. FITZGERALD
Second Lieutenant
Air Evacuation Nurse



ALLAYNE M. FORESTER
Second Lieutenant
Air Evacuation Nurse



EVA M. GERG
Second Lieutenant
Air Evacuation Nurse



LENA E. GRAFT
Second Lieutenant
Air Evacuation Nurse



WANDA GUSTAFSON
Second Lieutenant
Air Evacuation Nurse



SUSAN C. GOYE
Second Lieutenant
Air Evacuation Nurse



ELIZABETH L. HELLINGS
Second Lieutenant
Air Evacuation Nurse



GRACE D. HINES
Second Lieutenant
Air Evacuation Nurse



ELAINE C. HORN
Second Lieutenant
Air Evacuation Nurse



WYNANDA HUYKMAN
Second Lieutenant
Air Evacuation Nurse



MARY R. JORDAN
Second Lieutenant
Air Evacuation Nurse



PHYLLIS JEAN KAPP
Second Lieutenant
Air Evacuation Nurse



BERTHA E. KEENAN
Second Lieutenant
Air Evacuation Nurse



FRANCIS M. KEEVER
Second Lieutenant
Air Evacuation Nurse



MARY F. KINSLEY
Second Lieutenant
Air Evacuation Nurse



CATHERINE H. KOLITSCH
Second Lieutenant
Air Evacuation Nurse



ISLE E. KLING
Second Lieutenant
Air Evacuation Nurse



BETTY J. KNOX
Second Lieutenant
Air Evacuation Nurse



LOIS L. KRAMER
Second Lieutenant
Air Evacuation Nurse



BETTY JO KUHN
Second Lieutenant
Air Evacuation Nurse



MARJORIE S. KUSY
Second Lieutenant
Air Evacuation Nurse



FRIEDA LASCHKOWITSCH
Second Lieutenant
Air Evacuation Nurse



FRANCES E. LIMNER
Second Lieutenant
Air Evacuation Nurse



STELLA J. LUSSIER
Second Lieutenant
Air Evacuation Nurse



ISABELLE M. MAFFETTE
Second Lieutenant
Air Evacuation Nurse



HELEN W. MARTIN
Second Lieutenant
Air Evacuation Nurse



LORETTA H. MCCARTHY
Second Lieutenant
Air Evacuation Nurse



SUSANNA MELNICHOOK
Second Lieutenant
Air Evacuation Nurse



RUTH E. MILLER
Second Lieutenant
Air Evacuation Nurse



MARY JANE MINNIS
Second Lieutenant
Air Evacuation Nurse



MARY M. MOWATT
Second Lieutenant
Air Evacuation Nurse



MARY M. MUCKERHEIDE
Second Lieutenant
Air Evacuation Nurse



CECELIA E. OBENHOFF
Second Lieutenant
Air Evacuation Nurse



ILDA R. OLDHAM
Second Lieutenant
Air Evacuation Nurse



ANNE PARTINGTON
Second Lieutenant
Air Evacuation Nurse



ELSIE M. PAULSON
Second Lieutenant
Air Evacuation Nurse



MARY C. PERRY
Second Lieutenant
Air Evacuation Nurse



OLIVE R. PORCH
Second Lieutenant
Air Evacuation Nurse



DEVERE J. POWELL
Second Lieutenant
Air Evacuation Nurse



RUTH I. PROFFITT
Second Lieutenant
Air Evacuation Nurse



ELIZABETH B. RANDALL
Second Lieutenant
Air Evacuation Nurse



ANNA RETTER
Second Lieutenant
Air Evacuation Nurse



WILMA N. RHODES
Second Lieutenant
Air Evacuation Nurse



MARGARET A. RICHEY
First Lieutenant
Chief Nurse



HENRIETTA RICHARDSON
First Lieutenant
Air Evacuation Nurse



LEWANA RICHMOND
Second Lieutenant
Air Evacuation Nurse



WINIFRED A. ROWLEY
Second Lieutenant
Air Evacuation Nurse



DOROTHY B. SARTO
Second Lieutenant
Air Evacuation Nurse



CONGETTA A. SCHEFFLO
Second Lieutenant
Air Evacuation Nurse



MARTHA W. SCHMALTZ
Second Lieutenant
Air Evacuation Nurse



AGNES E. SCHWEIGER
Second Lieutenant
Air Evacuation Nurse



MARTHA E. SCHWEIGER
Second Lieutenant
Air Evacuation Nurse



JOSEPHINE SEARS
Second Lieutenant
Air Evacuation Nurse



DOROTHY L. SEVOR
Second Lieutenant
Air Evacuation Nurse



MARIE A. SHEELER
Second Lieutenant
Air Evacuation Nurse



DOROTHY P. SHIKOSKI
Second Lieutenant
Air Evacuation Nurse



KATHERINE M. SNITZER
Second Lieutenant
Air Evacuation Nurse



MARY SOMER
Second Lieutenant
Air Evacuation Nurse



JOANNE T. STERKENBURG
Second Lieutenant
Air Evacuation Nurse



MARCIE C. STODDARD
Second Lieutenant
Air Evacuation Nurse



IRENE M. SUWALSKI
Second Lieutenant
Air Evacuation Nurse



PAULINE SWISHER
Second Lieutenant
Air Evacuation Nurse



RUTH E. TABER
Second Lieutenant
Air Evacuation Nurse



ROSE M. TUMMELSON
Second Lieutenant
Air Evacuation Nurse



MARY M. TUNSTALL
Second Lieutenant
Air Evacuation Nurse



EILEEN C. VAUGHN
Second Lieutenant
Air Evacuation Nurse



NELLIE L. VIDUNAS
Second Lieutenant
Air Evacuation Nurse



RUTH M. WARD
Second Lieutenant
Air Evacuation Nurse



MILDRED C. WATERMAN
Second Lieutenant
Air Evacuation Nurse



HELEN JEAN WEAVER
Second Lieutenant
Air Evacuation Nurse



KATHERINE M. WHITE
Second Lieutenant
Air Evacuation Nurse



VIVIENNE WILLIAMS
Second Lieutenant
Air Evacuation Nurse



WANITA A. WINTERS
Second Lieutenant
Air Evacuation Nurse



WYNNAFRED D. VON GAL
Second Lieutenant
Air Evacuation Nurse

**826TH
M. A. E. T.
SQUADRON**



MILDRED E. OSMUN
First Lieutenant
Air Evacuation Nurse



MARGARET F. BAKOS
Second Lieutenant
Air Evacuation Nurse



LORRAINE M. BENOIT
Second Lieutenant
Air Evacuation Nurse



MIRIAM V. CASE
Second Lieutenant
Air Evacuation Nurse



MARY M. CREEL
Second Lieutenant
Air Evacuation Nurse



ETHEL A. GEORGE
Second Lieutenant
Air Evacuation Nurse



HILDA M. HALVERSON
Second Lieutenant
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GRACE HANCE
Second Lieutenant
Air Evacuation Nurse



MILDRED C. HERBSTRIIT
Second Lieutenant
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EVELYN HILL
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LUCILLE R. KAY
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FLORENCE O. MARSH
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ELMA S. MAYER
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JANE POOR PERLOWIN
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WINNIE A. REED
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RUTH RICKS
Second Lieutenant
Air Evacuation Nurse



MARY E. RUPERT
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Air Evacuation Nurse



JEANNETTE S. SCHWACH
Second Lieutenant
Air Evacuation Nurse



LILLIAN T. STEGMEIER
Second Lieutenant
Air Evacuation Nurse



CATHERINE L. TATUM
Second Lieutenant
Air Evacuation Nurse



ELIZABETH A. THOMAS
Second Lieutenant
Air Evacuation Nurse

**827TH
M. A. E. T.
SQUADRON**



MARY L. WIGGINS
First Lieutenant
Chief Nurse



JANICE ANN ALBERT
Second Lieutenant
Air Evacuation Nurse



DORIS L. CAMPBELL
Second Lieutenant
Air Evacuation Nurse



VIVIAN L. CARROLL
Second Lieutenant
Air Evacuation Nurse



ANTOINETTE CONA
Second Lieutenant
Air Evacuation Nurse



HELEN C. DAWLEY
Second Lieutenant
Air Evacuation Nurse



RUTH M. DETWEILER
Second Lieutenant
Air Evacuation Nurse



RETA C. FARLEY
Second Lieutenant
Air Evacuation Nurse



THELMA FISHER
Second Lieutenant
Air Evacuation Nurse



ELIZABETH L. FRYE
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Air Evacuation Nurse



HILDA JANE GANDOUR
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Air Evacuation Nurse



JANET J. GANNATAL
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Air Evacuation Nurse



VIRGINIA E. GARNETT
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Air Evacuation Nurse



GLADYS B. GLICK
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Air Evacuation Nurse



EDNA E. GREGORY
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Air Evacuation Nurse



MARY L. GUELLA
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Air Evacuation Nurse



ELIZABETH A. HARRINGTON
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MARY A. HEAKIN
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FRANCES E. HELFER
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MABEL L. JOHNSON
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GENEVIE J. KELLY
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Air Evacuation Nurse



SYDELLE F. LIPMAN
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HENRIETTA L. MEAD
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Air Evacuation Nurse



DORRIS L. MORGAN
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MARIE K. O'LEARY
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Air Evacuation Nurse



MARGARET PIACENTI
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Air Evacuation Nurse



MARGARET C. POMPHRET
Second Lieutenant
Air Evacuation Nurse



RUTH K. RILEY
Second Lieutenant
Air Evacuation Nurse



CAROL SCHMIDT
Second Lieutenant
Air Evacuation Nurse



ELEANORE SCHWAGER
Second Lieutenant
Air Evacuation Nurse



FRANCES J. TRITLE
Second Lieutenant
Air Evacuation Nurse

828TH A. E. T. SQUADRON



DOROTHY E. ARNOLD
Second Lieutenant
Air Evacuation Nurse



MAE B. BERGMAN
Second Lieutenant
Air Evacuation Nurse



MARY T. BONES
Second Lieutenant
Air Evacuation Nurse



MARGARET E. BROADWAY
Second Lieutenant
Air Evacuation Nurse



LUCILLE A. BIRON
Second Lieutenant
Air Evacuation Nurse



BETTY J. BUNKELMAN
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Air Evacuation Nurse



RITA MARIE J. DOWD
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ANNE H. ENY
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NELL FLUKER
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EMILY M. GRAHAM
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Air Evacuation Nurse



LURLENE S. GREENE
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Air Evacuation Nurse



MARY L. HAWKINS
Second Lieutenant
Air Evacuation Nurse



MURIEL HERMAN
Second Lieutenant
Air Evacuation Nurse



NITA S. HOLLIS
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Air Evacuation Nurse



FRANCES G. JAKOBEK
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Air Evacuation Nurse



DORIS L. KING
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Air Evacuation Nurse



VIRGINIA ELIZABETH KIRK
Second Lieutenant
Air Evacuation Nurse



HELEN LOGAN
Second Lieutenant
Air Evacuation Nurse



RUTH LEVY
Second Lieutenant
Air Evacuation Nurse



ELAINE M. LOFHOLM
Second Lieutenant
Air Evacuation Nurse



JANE E. O'QUINN
Second Lieutenant
Air Evacuation Nurse



ROSE B. PANZIERA
Second Lieutenant
Air Evacuation Nurse



MARY A. PETRICK
Second Lieutenant
Air Evacuation Nurse



EVELYN ROMANOVICH
Second Lieutenant
Air Evacuation Nurse



OLGA ROMANOVICH
Second Lieutenant
Air Evacuation Nurse



MARGERY J. RUNDSELL
Second Lieutenant
Air Evacuation Nurse



BEULAH C. SCHIOTZ
Second Lieutenant
Air Evacuation Nurse



ISOBEL M. SIMPSON
Second Lieutenant
Air Evacuation Nurse



KATHRYN Y. STIMECZ
Second Lieutenant
Air Evacuation Nurse



IDA M. TURK
Second Lieutenant
Air Evacuation Nurse



MARGUERITE M. BURNS
First Lieutenant
Chief Nurse



RUTH C. CHESSON
First Lieutenant
Chief Nurse



BEATRICE H. EASTMAN
First Lieutenant
Air Evacuation Nurse



MARY S. TEMPLETON
First Lieutenant
Air Evacuation Nurse



VIRGINIA E. ADAMS
Second Lieutenant
Air Evacuation Nurse



ANNE T. BENKO
Second Lieutenant
Air Evacuation Nurse



VILMA M. BARLOCK
Second Lieutenant
Air Evacuation Nurse



M. LOUISE BARTHOLOMEW
Second Lieutenant
Air Evacuation Nurse



LOIS BEEMAN
Second Lieutenant
Air Evacuation Nurse



CATHERINE B. BENEDICT
Second Lieutenant
Air Evacuation Nurse



DORIS E. BENEDICT
Second Lieutenant
Air Evacuation Nurse



MARION F. BERNOTT
Second Lieutenant
Air Evacuation Nurse



FLORENCE BERNSTEIN
Second Lieutenant
Air Evacuation Nurse



VER NELL R. BJERKE
Second Lieutenant
Air Evacuation Nurse



FRANCES C. BONGIOVI
Second Lieutenant
Air Evacuation Nurse



R. JACQUELINE BOWDEN
Second Lieutenant
Air Evacuation Nurse



GERTRUDE S. CAMPBELL
Second Lieutenant
Air Evacuation Nurse



GRACE E. CHICKEN
Second Lieutenant
Air Evacuation Nurse



MARY E. CONLY
Second Lieutenant
Air Evacuation Nurse



CONSTANCE CORBETT
Second Lieutenant
Air Evacuation Nurse



PEARL L. CORCORAN
Second Lieutenant
Air Evacuation Nurse



AGATHA G. COX
Second Lieutenant
Air Evacuation Nurse



ANN A. CRABILL
Second Lieutenant
Air Evacuation Nurse



DOROTHY A. CURRAN
Second Lieutenant
Air Evacuation Nurse



LORENA DOBSON
Second Lieutenant
Air Evacuation Nurse



MARTHA M. DENNIS
Second Lieutenant
Air Evacuation Nurse



GUADALUPE L. GOMEZ
Second Lieutenant
Air Evacuation Nurse



MARY HELLEN HUNT
Second Lieutenant
Air Evacuation Nurse



DELORES M. GUSINDA
Second Lieutenant
Air Evacuation Nurse



MARION M. HAYNES
Second Lieutenant
Air Evacuation Nurse



PEARL S. HESS
Second Lieutenant
Air Evacuation Nurse



HAZEL E. HILL
Second Lieutenant
Air Evacuation Nurse



ELEANOR H. HILTUNEN
Second Lieutenant
Air Evacuation Nurse



PAULEEN J. KANABLE
Second Lieutenant
Air Evacuation Nurse



IRENE R. KACZANOWSKI
Second Lieutenant
Air Evacuation Nurse



JIMMIE L. KEAHEY
Second Lieutenant
Air Evacuation Nurse



BETTY J. KEIM
Second Lieutenant
Air Evacuation Nurse



REGINA R. KEMPKA
Second Lieutenant
Air Evacuation Nurse



ROSEMARY T. KERR
Second Lieutenant
Air Evacuation Nurse



EVELYN M. KUEHNLE
Second Lieutenant
Air Evacuation Nurse



INA B. LEDBETTER
Second Lieutenant
Air Evacuation Nurse



LILLA M. NEWBRAND
Second Lieutenant
Air Evacuation Nurse



MAXINE H. LEWIS
Second Lieutenant
Air Evacuation Nurse



WILMA D. LYTLE
Second Lieutenant
Air Evacuation Nurse



JUNE L. McELWAIN
Second Lieutenant
Air Evacuation Nurse



CHARLOTTE L. McFALL
Second Lieutenant
Air Evacuation Nurse



MARY F. McMAHON
Second Lieutenant
Air Evacuation Nurse



IRENE R. MAHAR
Second Lieutenant
Air Evacuation Nurse



ESTHER L. MANION
Second Lieutenant
Air Evacuation Nurse



THERESA MAXYMCHUK
Second Lieutenant
Air Evacuation Nurse



DORIS E. MICHEL
Second Lieutenant
Air Evacuation Nurse



HELEN M. MOYER
Second Lieutenant
Air Evacuation Nurse



ANNE M. MURPHY
Second Lieutenant
Air Evacuation Nurse



MARGARET M. NADEAU
Second Lieutenant
Air Evacuation Nurse



HELEN E. NORNBORG
Second Lieutenant
Air Evacuation Nurse



CONSTANCE W. OESTRIKE
Second Lieutenant
Air Evacuation Nurse



IRENE M. OLSON
Second Lieutenant
Air Evacuation Nurse



MARGARET M. O'NEIL
Second Lieutenant
Nurse



JOAN E. REESE
Second Lieutenant
Air Evacuation Nurse



MILDRED E. RITTER
Second Lieutenant
Air Evacuation Nurse



RUTH F. SCHANZ
Second Lieutenant
Air Evacuation Nurse



AGNES T. SCHMIDT
Second Lieutenant
Air Evacuation Nurse



SHIRLEY B. STOTT
Second Lieutenant
Air Evacuation Nurse



FRANCES A. SEAWRIGHT
Second Lieutenant
Air Evacuation Nurse



BERNADINE L. SHULE
Second Lieutenant
Nurse

HARRIET J. SILVERSTEIN
Second Lieutenant
Air Evacuation Nurse

JANE E. SIMONS
Second Lieutenant
Air Evacuation Nurse

MARY F. SPISAK
Second Lieutenant
Air Evacuation Nurse

REGINA E. STACK
Second Lieutenant
Air Evacuation Nurse



JEANNE A. SULLIVAN
Second Lieutenant
Air Evacuation Nurse

EDITH G. TERHAAR
Second Lieutenant
Air Evacuation Nurse

826TH MEDICAL AIR EVACUATION SQUADRON



(Reading from Left to Right)

First Row: Master Sergeant Lattier, Alphonse J.; Sergeant Ishmael, James T.; Corporals Git, Yup Y.; Jackson, Edward L.; Rives, Lombe H.; Weiland, Lanus J.

Second Row: Corporal Wong, Fook K.; Technicians Fifth Grade Christrup, Arthur J.; Witt, Eli; Privates First Class Boatright, Alton R.; Muoio, James R.; Vondracek, Charles J.

Third Row: Privates Balfour, Ray Y.; Benege, Gedage; Crawford, Archie E.; Larrick, William F.; Wigger, William; Williams, William A.



826TH MEDICAL AIR EVACUATION SQUADRON



(Reading from Left to Right)

First Row: Master Sergeant Malinovsky, William J.; Technical Sergeant Hurley, Howard W.; Staff Sergeants Beckham, Floyd; Ham, Harvey J.; Hust, William A.

Second Row: Staff Sergeants Jacobs, David E.; Rose, LaVerne W.; Technicians Third Grade Beggett, Wilmans B.; Belcher, Floyd F.; Gumeny, Peter P.; Sergeant Coleman, Heber H.

Third Row: Sergeants Durkin, Stephen W.; Fitzgerald, Richard P.; Goad, Gilbert E.; Godley, Noah H.; Holmes, Fred B.; Hrisko, John J.

Fourth Row: Sergeants Mabry, James H.; Voorhees, Robert L.; Technicians Fourth Grade Carlson, William A.; Conner, Charles H.; Evans, William H.; Maher, Thomas F.

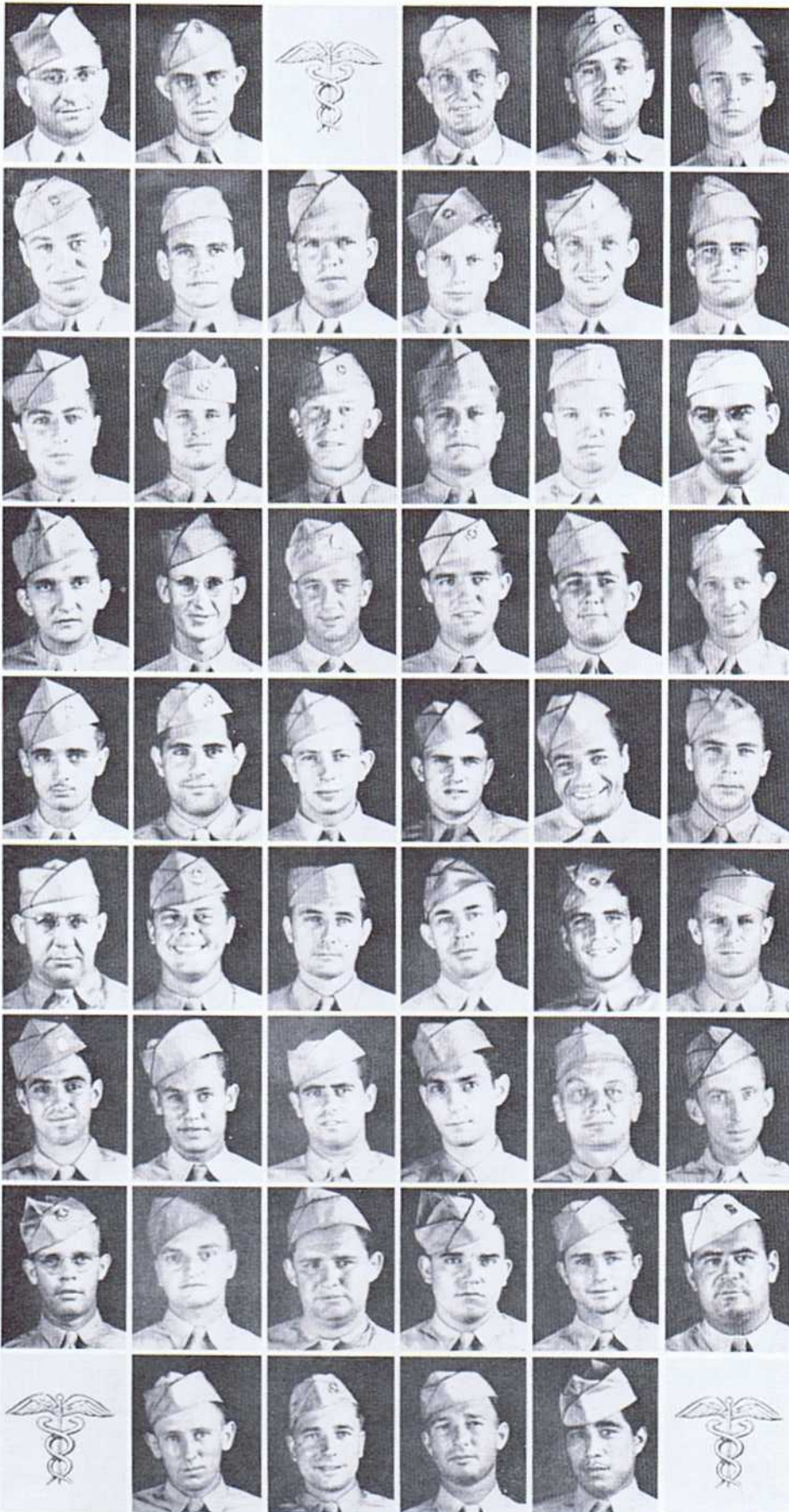
Fifth Row: Corporals Burch, Harold E.; Marcus, Stanley; McCloskey, Richard D.; Napier, William J.; Polo, Andrew J.; Stende, Sidney M.

Sixth Row: Corporal Woida, Conrad P. W.; Technicians Fifth Grade Bingham, Warren W., Jr.; Davis, Raymond W.; Ferguson, John A.; Frank, Morton N.; Howard, Robert O.

Seventh Row: Technician Fifth Grade Tomassi, Louis; Privates First Class Edwards, William O.; Englehart, Dennis L.; Goetz, Joseph D.; Metz, Peter; Savage, James J.

Eighth Row: Private First Class Watson, Leonard W.; Privates Balus, Harry; Edwards, William R.; Farmer, Roy; Health, Alfred E.; Hechtkoff, Henry.

Ninth Row: Privates Hudson, Garland; Kaczmarek, Edward J.; Ryan, Alvin G.; Ysiano, John R.



827TH MEDICAL AIR EVACUATION SQUADRON



(Reading from Left to Right)

First Row: First Sergeant West, Elmer D.; Staff Sergeant Tumosa, Joseph E.; Sergeant Kersting, Donald L.

Second Row: Sergeant Ward, James W.; Technicians Fourth Grade Brown, Leonard H.; Magid, Daniel J.; McDaniel, Samuel H.; Philippou, Grammaticos D.

Third Row: Corporals Andromedas, James; McKelvey, George H., Jr.; Technicians Fifth Grade Campanella, Anthony J.; Lloyd, Paul A.; Lockey, Joseph A.

Fourth Row: Technicians Fifth Grade Moores, Loren E.; Morris, Peter; Willis, James L.; Privates First Class Cannon, Bernard D.; Dearth, Nolan R.

Fifth Row: Privates First Class Hubbell, Eugene E.; McLain, Arthur; Mevis, Roland A.; Shover, Harold V.; Torrey, Frank A.

Sixth Row: Privates Allen, James W.; Briggs, Harry; Crisler, Ronald R.; Esterday, James F.; Hargus, Tommie P.

Seventh Row: Privates Paylor, Lloyd A.; Sanders, Oliver L.; Sherrill, Allen C.



ADDITIONAL PERSONNEL

(Reading from Left to Right)

First Row—822nd Medical Air Evacuation: Sergeant Zawinsky, John; Corporal Freeman, John S.; **823rd Medical Air Evacuation:** Corporal Benavidez, Casimiro A.; Greenwood, Edgar M.

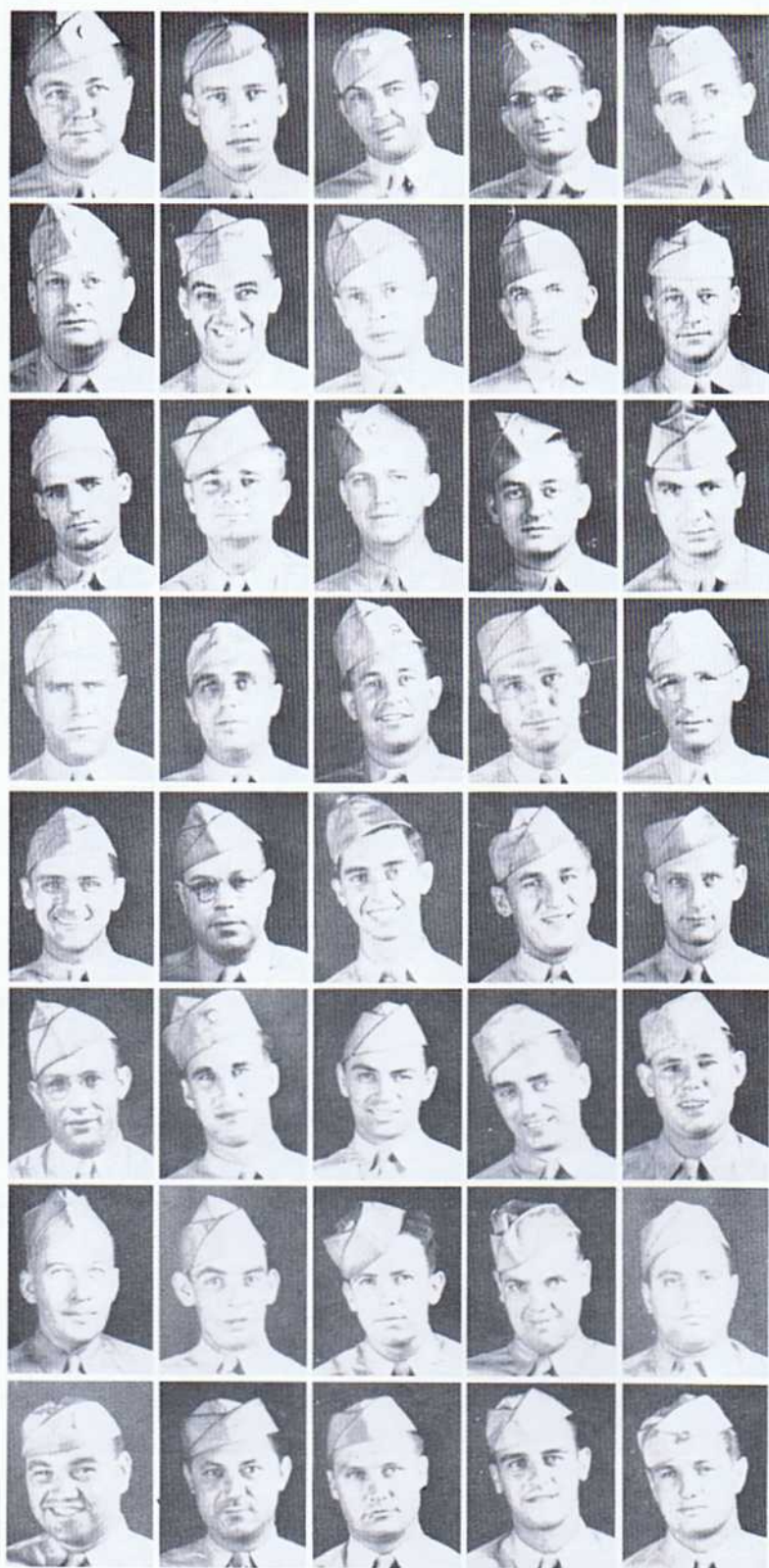
Second Row—825th Medical Air Evacuation: Corporal Sturgill, Loyd B.; **828th Medical Air Evacuation:** Corporal Kerins, Edward G.; Private First Class Ahearn, George F.

Third Row: Private First Class Mitrovich, Mike; **AAF School of Air Evacuation:** Sergeant Sutlage, Alice E.



HEADQUARTERS DETACHMENT

SCHOOL OF AIR EVACUATION



(Reading from Left to Right)

First Row: Master Sergeant Rigney, Ray C.; Technical Sergeants Adams, Robert T.; Alton, William D., Jr.; Garrett, James D., Jr.; Staff Sergeant Campbell, Richard E.

Second Row: Staff Sergeants Fisher, Rolland D.; Hughes, Bernard L.; Lunenfeld, Edward M.; Mobley, Robert O.; Rutledge, Donald C.

Third Row: Staff Sergeants Schultz, Ralph A.; Shafer, Raymond; Szczech, Edward G.; Wiedenski, Edward F.; Wolfson, Melvin.

Fourth Row: Technicians Third Grade Beseman, John A.; Holden, Jack; Zeiber, Charles F.; Sergeants Askins, A. C.; Booth, Frederick R.

Fifth Row: Sergeants Gibbons, Edward H.; Greenbaum, Herbert; Kocur, Aloysius J.; Korth, Myron L.; Leinweber, Clarence A.

Sixth Row: Sergeants Levell, Charles E.; Mavis, Gordon A.; McCuaig, Warren O.; McKenna, Harold V.; McWilliam, Ludie M.

Seventh Row: Sergeants O'Brien, Harry A.; Oliver, Robert M.; Otte, George E.; Pearce, Edward D.; Pero, Edward J.

Eighth Row: Sergeants Piccirillo, Tony; Reiber, Chester R.; Rogers, Carol R.; Romania, Joseph F.; Shelby, Willard H.

HEADQUARTERS DETACHMENT

SCHOOL OF AIR EVACUATION



(Reading from Left to Right)

First Row: Sergeants Simoncini, Merico J.; Skimson, John B.; Trautman, Robert P.; Technicians Fourth Grade Berger, Charles L.; McDonald, Virgil H.; Corporal Baines, Frederick D.

Second Row: Corporals Becksley, William C.; Becton, Walter V.; Bellmor, Richard H.; Beyersky, Samuel; Bynum, Harold D.; Daley, Bernard J.

Third Row: Corporals Della Valle, Genesis, Jr.; Evers, Nathaniel H.; Gray, William H.; Hornbuckle, Palmer; Hornsby, Gilbert, Jr.; Humnick, Stephen.

Fourth Row: Corporals Jackson, Frances M.; Lamb, Orris W.; Laughlin, James W.; Lind, Elmer G.; Martinez, Marcelo; Miller, Ernest W.

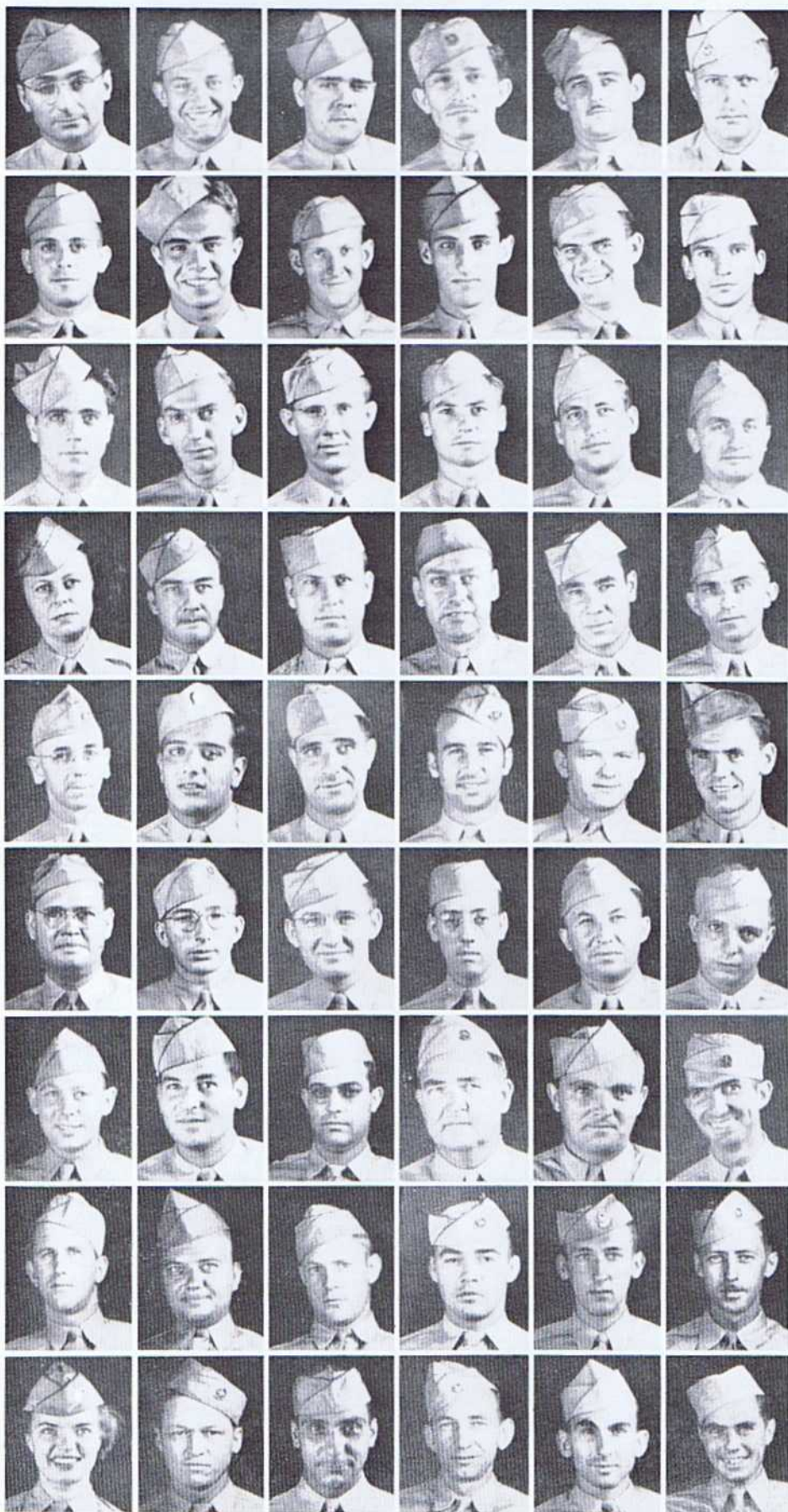
Fifth Row: Corporals Moore, Walter J.; Querin, Nesket W.; Ridolfi, Salvatore; Schmidt, Harold G.; Shubella, August A.; Summers, Robert H.

Sixth Row: Corporals Sutfin, Jerome L.; Thomas, Robert J.; Tracey, Edward R.; Tracy, Charles R.; Weiss, Joseph L.; Wessells, Eugene L.

Seventh Row: Corporals West, Stanley C.; Woronoff, George S.; Technicians Fifth Grade Green, Julian P.; Johnson, Festus E.; Klimek, Adolph V.; Mobbs, Hubert D.

Eighth Row: Technicians Fifth Grade Money Penny, Forest G.; Penkoski, Paul; Scarberry, Marion; Schrupp, Kenneth O.; Weinbrecht, Carl W.; Private First Class Anderson, John E.

Ninth Row: Privates First Class Barcikowski, Clara; Bowers, Vernon O.; Carella, John J.; Cocks, Warren G.; Cotten, Archie E.; Davis, Searcy M.





HEADQUARTERS DETACHMENT

SCHOOL OF AIR EVACUATION



(Reading from Left to Right)

First Row: Privates First Class DeJong, Andrew; Eaton, James H.; Emery, John D.; Flores, Manuel; Gay, Etheld L.; Greene, Jack E.

Second Row: Privates First Class Hurley, Leo J.; Jackson, Jephtha; Kovach, Paul S.; LeDuc, Vernon E.; Lemberger, Melvin D.; Little, Larry F.

Third Row: Privates First Class Maher, James J.; Marzullo, Joseph A.; Masziewicz, Eugene; Meloy, Carl E.; Middleton, Vernon L.; Molnar, John S.

Fourth Row: Privates First Class Murphy, Eldon L.; Murray, Robert S.; Olivares, Ramiro B.; Pittman, James L.; Reneker, Charles C.; Rich, Everett E.

Fifth Row: Privates First Class Scott, Lester C.; Sharp, Armond W.; Simone, Leo D.; Skolic, Walter J.; Swoboda, Sylvester W.; Terrieo, Norman W.

Sixth Row: Privates First Class Wilson, Herbert S.; Wood, Lawrence A.; Yargo, Sullivan F.; Privates Bless, Robert L.; Braunworth, Bernice M.; Brummitt, Orval A.

Seventh Row: Privates Burns, Norbert F.; Conlin, John R.; Connelly, James E.; Dahle, Andrew; DePiano, Louis P.; Lockwood, Allen D.

Eighth Row: Privates Merrell, Charley L.; Miller, Loretta A.; Mullen, Eddie; Park, Royal R.; Reckart, James C.; Rickel, Stanley P.

Ninth Row: Privates Rideout, Ronald; Seymour, George C.; Vail, Jack D.; Virtue, Robert H.; Watson, Glory L.



805TH, 823RD, 824TH, 825TH, MEDICAL AIR EVACUATION SQUADRONS



(Reading from Left to Right)

First Row: Master Sergeant Gold, Bernard G.; Technical Sergeants Arnold, Frank A.; Shaffner, Dudley B.; Staff Sergeants Allen, Thomas B.; Chambers, Charles W.; Karpel, Jerome F.

Second Row: Staff Sergeants Lutterschmidt, John; Manuel, John P.; Maurer, George F.; Waggoner, Larry W.; Sergeants Brock, J. M.; Ep-ley, Charles B.

Third Row: Sergeants Ray, Oliver B., Jr.; Sullivan, John L.; Technicians Fourth Grade; Atwood, Loren; Dutko, Michael F.; Lich, Kermit H.; Corporal Bratten, Clayton F.

Fourth Row: Corporals Cheatham, Joseph M.; Jr.; Cook, Ralph F.; Erbe, Christopher C.; Knox, Earl L.; Morrissey, Vincent T.; Sturgill, Loyd B.

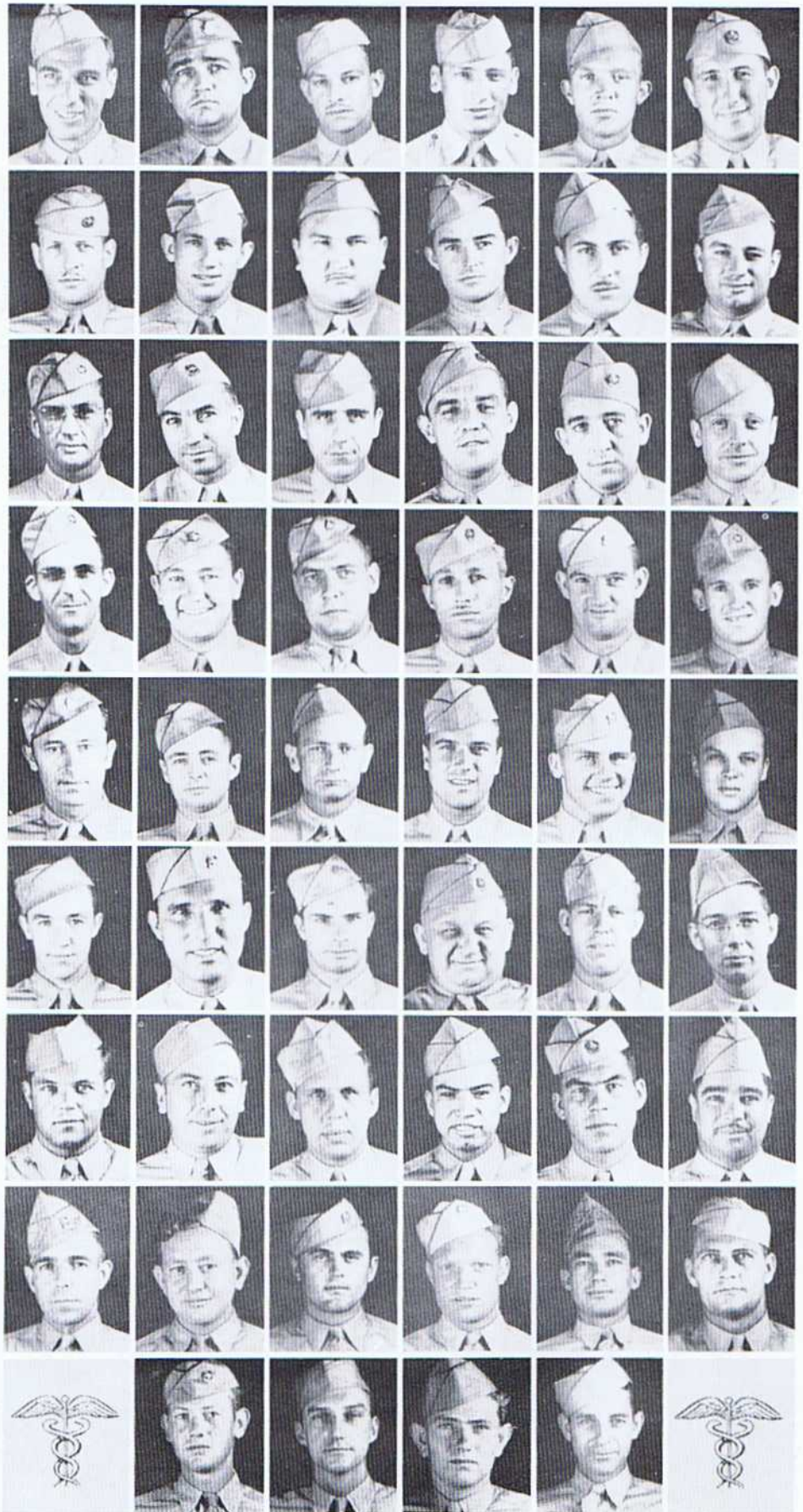
Fifth Row: Corporals Terpstra, Theodore; Technicians Fifth Grade Ard, Johnny D.; Butts, John R.; Conway, Robert S.; Crotty, Robert E.; Eldridge, Edward.

Sixth Row: Technicians Fifth Grade Lundy, James W.; Rodeghiero, Theodore; Privates First Class Barber, Philip J.; Bezak, Edward J.; Canfield, Raymond C.; Duncan, John E.

Seventh Row: Privates First Class Dygert, Donald M.; Eberhart, Lester C.; Foasberg, James W.; Garcia, Pable P.; Hampshire, Wood F.; Mendoza, Lauterio V.

Eighth Row: Private First Class Olson, Pzui; Privates Gay, Martin R.; Mayfield, Jesse B.; Miller, Ward A.; Pogue, William H.; **Additional Staff Sergeant Smith, E. M.**

Ninth Row: Sergeant Borders, H. F.; Corporals Doss, Ray; Edenfield, Jim P.; Private Vanderburg, J. W.





CLASS 44-F

Front Row, left to right: Deibez, Susan; Matchett, Gwendolyn; Ball, Adele; Dalager, Cora; Fagerstrom, Anne; Blevins, Celia; Bell, Rosetta; Miley, Marjorie; Barman, Naomi; Borel, Gladys; Jones, Jeraldine; Doak, Lorene; Stewart, Dorothy; Gerhardt, Marjorie; Rainey, Edna; Laird, Beryl; Kovach, Ethyl; Scott, Mary W.; Bridgman, Natalie; Cooling, Agnes; Selleck, Ada.

Second Row, left to right: Elvidge, Marie; Courtman, Selma; Carroll, Patricia; Kaufman, Clara; Nelson, Marie; Wagy, Eleanor; Muecke, Earnestine; Burke, Grace; Werner, Ida; Grinevich, Matilda; Siuda, Lucille; Lipowski, Stella; Wildes, Memrie; Shaffer, Velma; Riggs, Ruby; Leipe, Edith; Wadbrook, Winifred; Southworth, Bernice; Cooney, Josephine; McCarthy, Marie; Petroff, Violet; Lindgren, Frances Ruth; Angeles, Ruth; Paquette, Presentine; Pizorka, Stella; Mackin, Elizabeth.

Third Row, left to right: Lutchman, Betty J.; Kazmarek, Sophie; Ihrig, Gertrude;

Guerrini, Ann; Meeks, Mary; Gus, Regina; Bice, Elizabeth; Davidoff, Roslyn; Yeagle, Alice; Spear, Thelma; Askegaard, Elizabeth; Garthe, Martha; Enestvedt, Ruth; Severson, Eleanor; Teterud, Frances; LaFave, Marian; Kearsley, Janet; O'Neal, Nina; McKnight, Teresa; Ganzbuhl, Anna; Seaman, Lucille; Drake, Edith; Linner, Irene M.; Norton, Christine; Herrity, Kathleen; Gurnovitz, Michaeline; Satterly, Jessie; Mahoney, Bernadine; Scully, Helene.

Fourth Row, left to right: Knoll, Emma; Reeser, Lois; Barnes, Ruth; Cahill, Margaret; Melinowski, Victoria; Jones, Alice; Clouse, Theresa; Campbell, Eileen; Bonham, Jonia; Higgins, Dorothy; Farmer, Elizabeth; Carson, Barbara; Smith, Lorraine; Grim, Marjorie; Branch, Olive; Wieszovek, Kathleen; Briesacher, Hortense; Olson, Mae; Squires, Agnes; Stensrud, Burnette; Sullivan, Elizabeth; Sulcer, LaRoma; King, Julia; Barowski, Marcella.

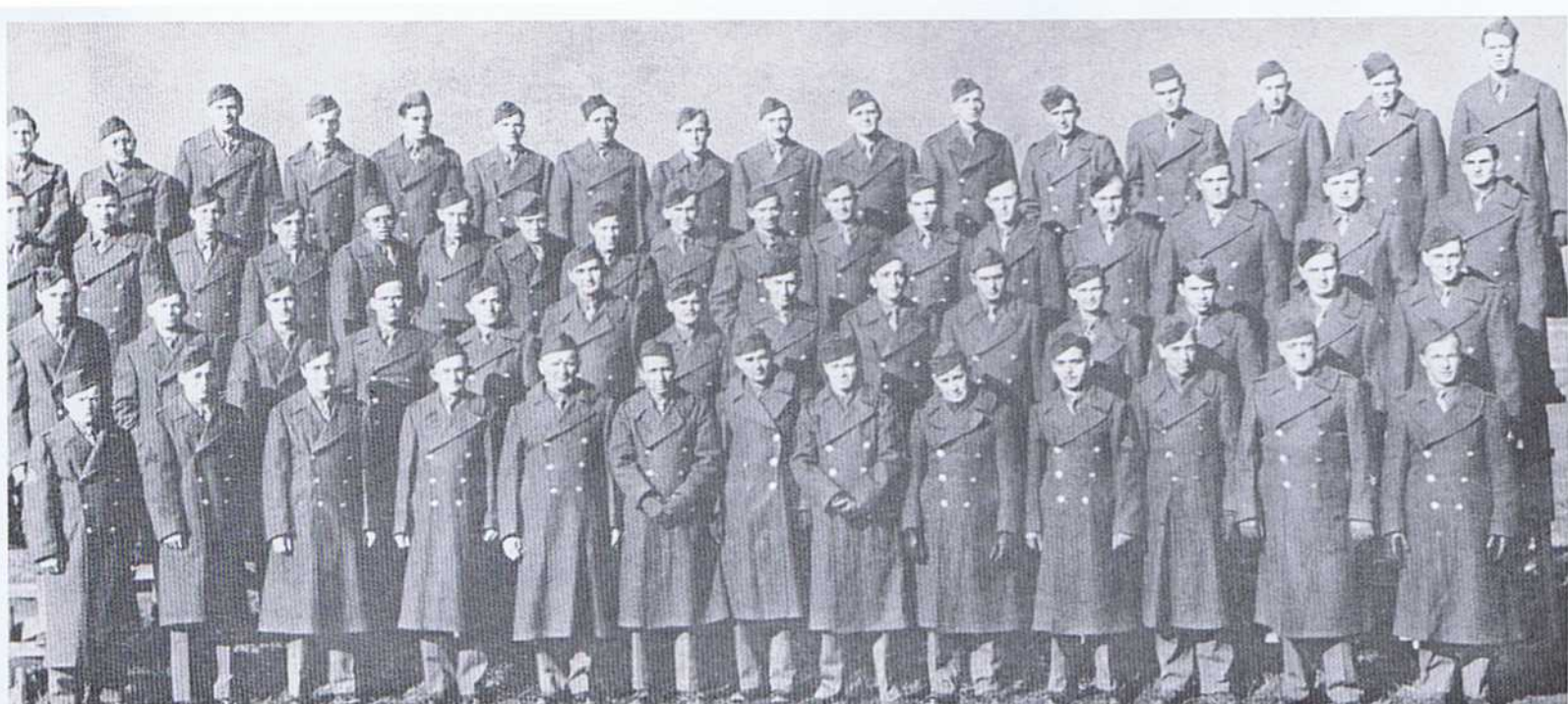


801ST M. A. E. T. SQUADRON

Front Row, left to right: Second Lieutenant Elizabeth Mackin, Second Lieutenant Jeraldine E. Jones, Second Lieutenant Regina M. Brown, Second Lieutenant Dixie M. Forgey, Second Lieutenant Edith D. Ahlgren, Second Lieutenant Martha E. Boss, Second Lieutenant Cora E. Conerly, Second Lieutenant Anna A. Ganzbuhl.

Middle Row, left to right: Second Lieutenant Lucille M. Siuda, Second Lieutenant Dorothy P. Shikoski, Second Lieutenant Ethel R. Kovach, Second Lieutenant Joyce V. Boisvert, Second Lieutenant Catherine H. Kolitsch, Second Lieutenant Matilda D. Grinevich, Second Lieutenant Gerda H. Bouhuis, Second Lieutenant Beryl A. Laird.

Top Row, left to right: Second Lieutenant Mary M. Muckerheide, Second Lieutenant Elizabeth M. Sullivan, Second Lieutenant Seraphine Petrocelli, Second Lieutenant Ruth V. Barnes, Second Lieutenant Burnette Stensrud, Second Lieutenant Mae E. Olson, Second Lieutenant Wanda Gustafson, Second Lieutenant Agnes Cooling, Second Lieutenant Margaret A. Richey.



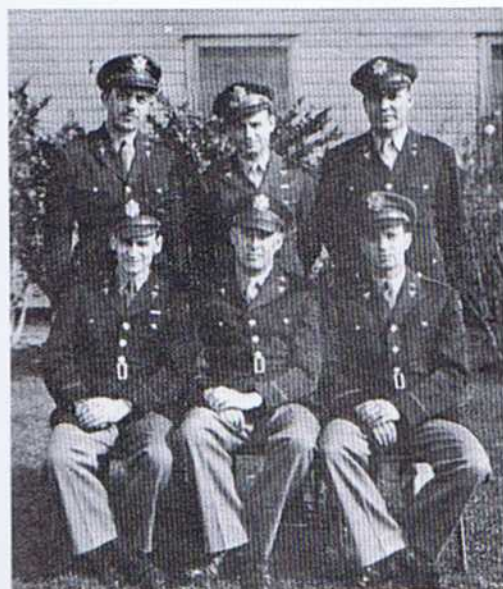
Bottom Row, left to right: Deak, Chiccarello, Weiskop, Hutton, Kalich, Welford, Street, Kent, Powell, Acquaro, Green, Sweezy and Skrobacz.

Second Row: Snyder, Palochak, Rennie, Jarrell, Reed, Silverthorn, Kuntz, Burns, John, Wills, Clark, Sadowski, Altman, Greb and Abney.

801ST M. A. E. T. SQUADRON

Third Row: McIntyre, Lorenz, Simcox, Duddy, Cooper, Simmons, Seippel, Dowling, Yost, Oktela, Fansler, Daley, Burns, Clarence, Lawski, Alsop, Mangino and Dombrowski.

Fourth Row: Spychala, Marshall, Bar, Rowan, Condon, Elliassen, Tamburro, Hobrat, Bishop, Wyatt, Holliday, Perkins, Ammirato, Thomas, Hudson and Davis.

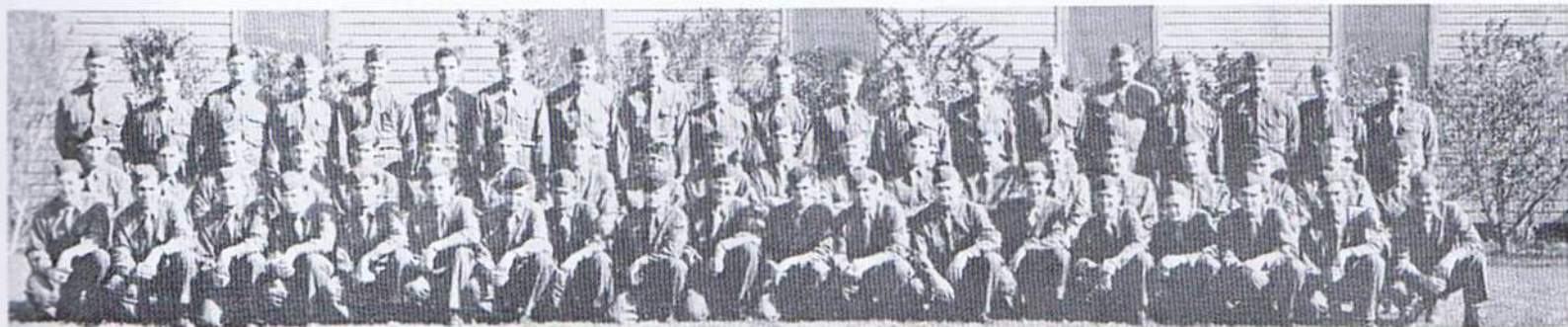


Standing, left to right: First Lieutenant Carleton B. Orton, Captain Frederick G. Holt, First Lieutenant Paul J. O'Connor. Sitting, left to right: Second Lieutenant Charles E. Bybee, Captain James F. Gavin, First Lieutenant John W. Pace.

Seated, left to right: Alleda E. Kreiser, Dorothy Krug, Ann A. Barron, Alena E. Lutz, Catherine R. Grogan, Agnes K. Smith, Sylvia E. Van Antwerp, Retha O. Rodgers, Ellen E. Church, Vera Nell Bush. Standing, left to right: Helen E. Grant, Alberta Denny, Helen M. Huiskens, Veronica M. Savinski, Martha B. Schranske, Ursula J. Thomas, Leona H. Idzikowski, Clara M. Morrey, Dorothy E. Lonergan, Katya E. Swope, Frieda L. Pagels, Julia C. Riley, Henrietta F. Richardson, Josephine F. Sansone, Lena F. Vansickle.



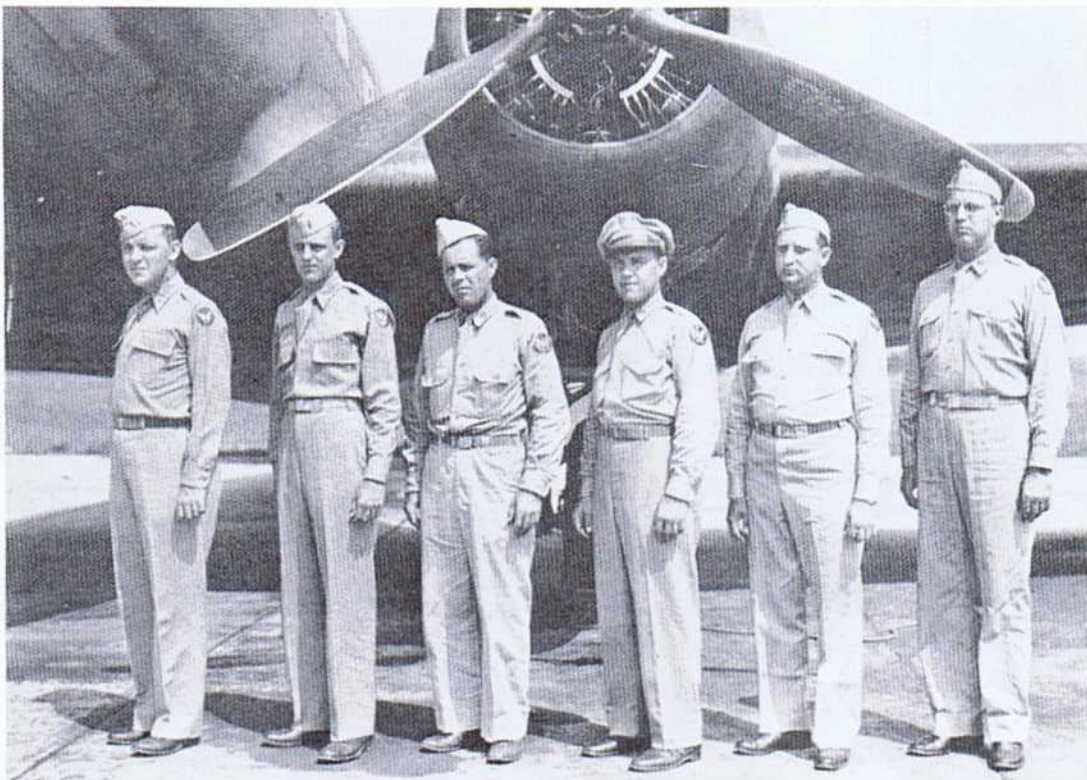
802ND M. A. E. T. SQUADRON



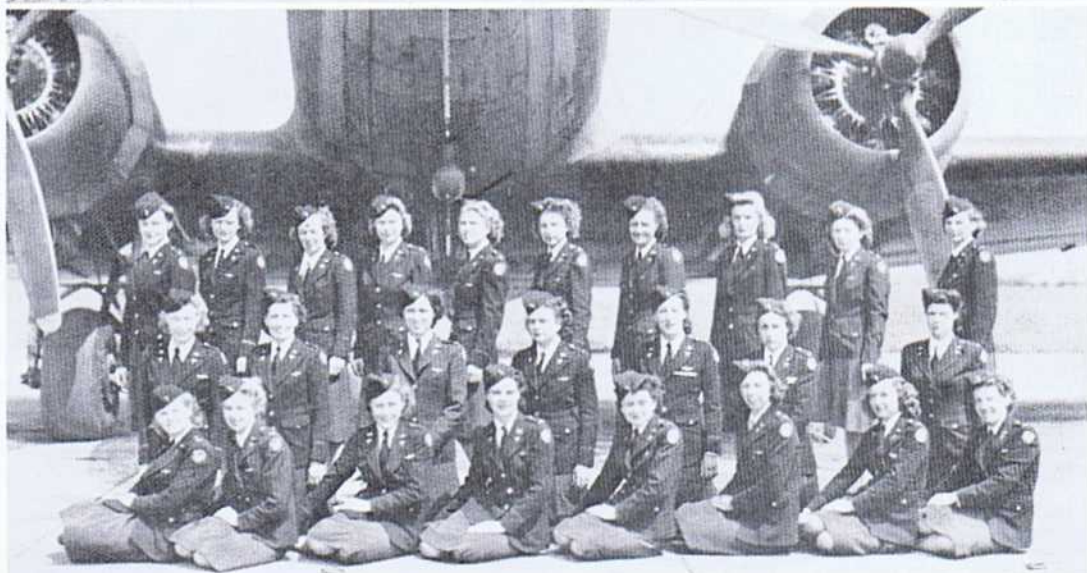
Technical Sergeant Gerald J. Mahon, Staff Sergeant Fred H. Thurmon, Sergeants Harold M. Carter, John S. Lupo, Corporals Hinsel M. Brown, Joseph DiNenna, Robert A. Mann, Robert A. Williams, Privates First Class George E. Barlow, James C. Burke, Frederick B. Gould, William H. Holler, Lester P. Thienes, Privates William K. Committe, Charles A. Barnett, David Q. Garcia, Robert E. Henderson, Jacob B. Hoff, Gilbert Hornsby, Jr., Joseph J. Lach, Aurelio Martinez, Edward H. Miller, Clinton McDaniel, Staff Sergeant James H. Lucas, Sergeants Pat Carithers, John F. Fanning, Roy J. Meloncon, Corporals Raymond

W. Cooter, John D. Gearing, Benjamin Pratt, Technician Fifth Grade Alvin J. Cook, Privates First Class Joseph A. Beck, Joseph W. Dickerson, William C. Gray, John P. Holzapfel, John R. Winship, Privates Bernabe Chavez, Donald R. Dowling, Carl W. Grinzel, Earl W. Hesser, Marvin S. Horelick, John R. Howley, Paul Legeza, Edward L. Marva, Albert Myers, Joseph W. Ogburn, Louis J. Paracca, Cecil A. Phillips, George Shannon, Daniel T. Sprezian, John F. Sullivan, William P. Thurmond, William Weldon, John G. Zembar, Albert J. Pavlakovicz, Louis W. Schwab, Peter J. Smith, John W. Stromoski, Everett J. Tingle, Samuel J. Vacanto, Earnest White.

803RD M. A. E. T. SQUADRON



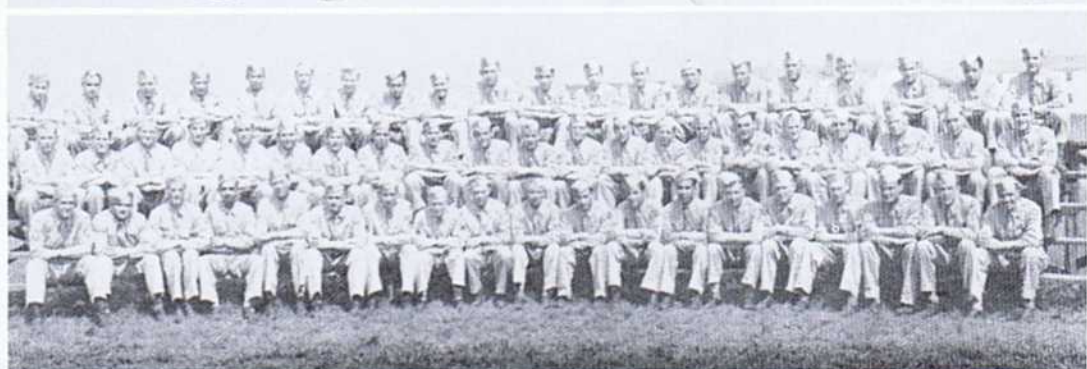
Left to right: Captain John J. Duncan, First Lieutenant Robert P. Vomacka, Captain Robert G. Hankerson, Major Morris Kaplan, Captain Gerald S. Young, Captain Louis K. Collins.



Back Row, left to right: Second Lieutenants Evelyn M. Greslie, Marian E. Johnson, Marie W. Adams, Esther M. Baer, Bernice V. McDonald, Margaret E. Cunningham, Mabel V. Cunningham, Janet R. Hunt, Eula M. Blackburn, Audrey E. Rogers.

Middle Row, left to right: Second Lieutenants Jeanette C. Gleason, Miranda Rast, Bernice B. Manning, Rosemary Allbright, Elsie S. Ott, Margaret E. Miller, Ruth Smith.

Front Row, left to right: Second Lieutenants Georgia E. Inslay, Margaret D. Beall, Jane B. Murphy, Dorothy H. Cameron, Pauline E. Curry, Jeanette A. Pitcharella, Mabel E. Burlingame, Betty A. Berry.



First Row: Technician Third Grade Steve Calala, Private Sol B. Friedenborg, Private First Class Thomas W. Allen, Corporal Leon P. Sawaya, Private Vernon M. Stewart, Private James C. Rice, Master Sergeant Lee L. Miller, Technical Sergeant Clifford W. Hart, Technician Third Grade Ernest C. Alm, Technician Third Grade Glen E. Brough, Private First Class Verner E. Noel, Technician Third Grade Robert E. L. Corbin, Technician Third Grade Frank M. Nunez, Corporal John E. Schaffer, Private Leroy J. Doubler, Technician Fourth Grade John L. Delancy, Technician Third Grade Oscar O. Harris, Technician Third Grade Richard C. Wentz, Corporal Alexander F. Savakinas.

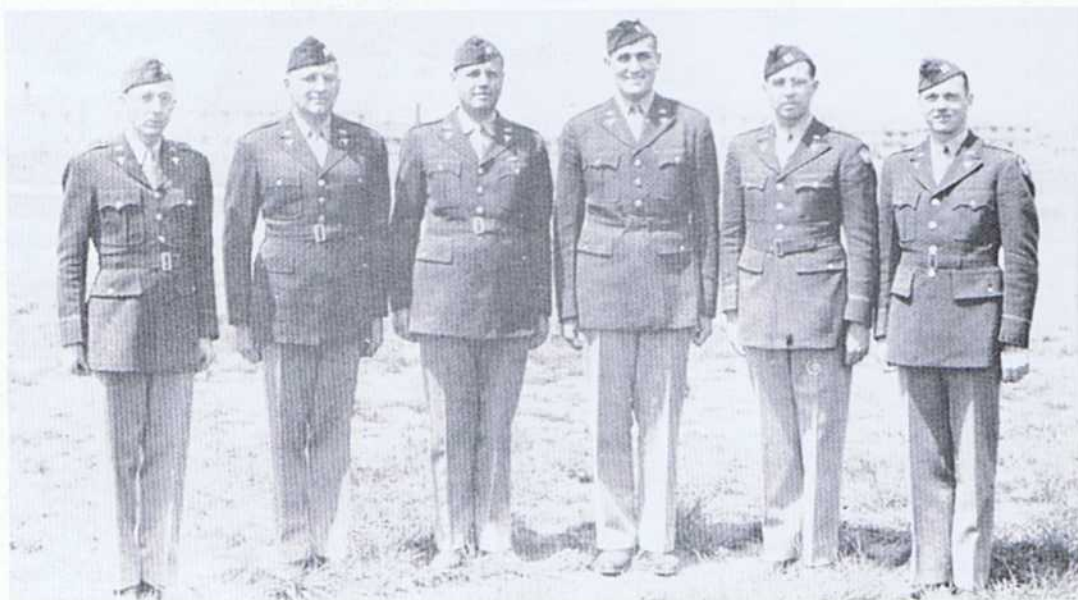
Second Row: Technician Fifth Grade Leroy K. Barcus, Sergeant Thomas S. Bauer, Corporal Joe W. Lea, Technician Third Grade Claude O. Wood, Technician Third Grade Stanley E. Cohen, Technician Third Grade Rudolph F. Machotka, Technician Third Grade Michael S. Wadyka, Private First Class Kenneth R. Cantrell, Technician Third Grade John E. Nelson, Technician Third Grade Frank S. Vargo, Technician Third Grade William T. Ashby, Technician Third Grade Edward A. Bryant, Technician Third Grade Lewis W. Marker, Technician Third Grade Arthur L. Martin, Private Archie M. Burdine, Staff Sergeant Archie D. Wagner, Technician Fifth Grade Herman E. Banks, Technician Third Grade Jack Holden, Technician Fifth Grade Wilburn L. Gartrell, Technician Fourth Grade Hurley Kidwell, Technician Third Grade Bernard R. Chevraux.

Third Row: Private Otis F. Endres, Private Sherman L. Stevens, Corporal Linnard Ugstad, Private First Class Ralph E. Stencil, Private First Class Curtis H. Haselhorst, Corporal Ray F. Airesman, Corporal Robert J. Koloske, Corporal James M. Morrow, Corporal Jack R. Herring, Private First Class William W. Conklin, Private Roy D. Ball, Technician Third Grade Clifford J. Emling, Technician Third Grade Bernard C. Kolash, Technician Third Grade Roy J. Baldner, Private First Class Leonard F. Andrzejack, Private First Class Roderick O. Gray, Private First Class Marvin C. Bledsoe, Private George G. Burris, Technician Third Grade Louis N. Gomez, Technician Third Grade Philip N. Strome.

804TH M. A. E. T. SQUADRON



Left to right: Captain Thornton I. Boileau, Captain Hugh M. Crumay, Major Walter S. Miller, Jr., First Lieutenant Clement J. Quarantiello, Captain Leopold J. Snyder, Captain Geoffrey P. Wiedeman.



Second Lieutenants Mary L. Kerr, Frances M. Armin, Kathryn L. Beal, Carolyn V. Brown, Audrey M. Dalgaard, Mildred M. Doane, Dorothy Fields, Leona S. Lund, Gerda M. Mulack, Dorothy M. Rice, Theresa J. Rizzi, Thelma C. Simmons, Harriet E. Thomas, Josephine Wright, Thelma K. Bormann, Margaret R. Cangany, Kathleen R. Dial, Adelaide M. England, Ola M. Hollowell, Sue Majtan, Woodie A. Ray, Clyde H. Richardson, Edith M. Roe, Dorothy E. Swanson, Rosemary P. Thompson.

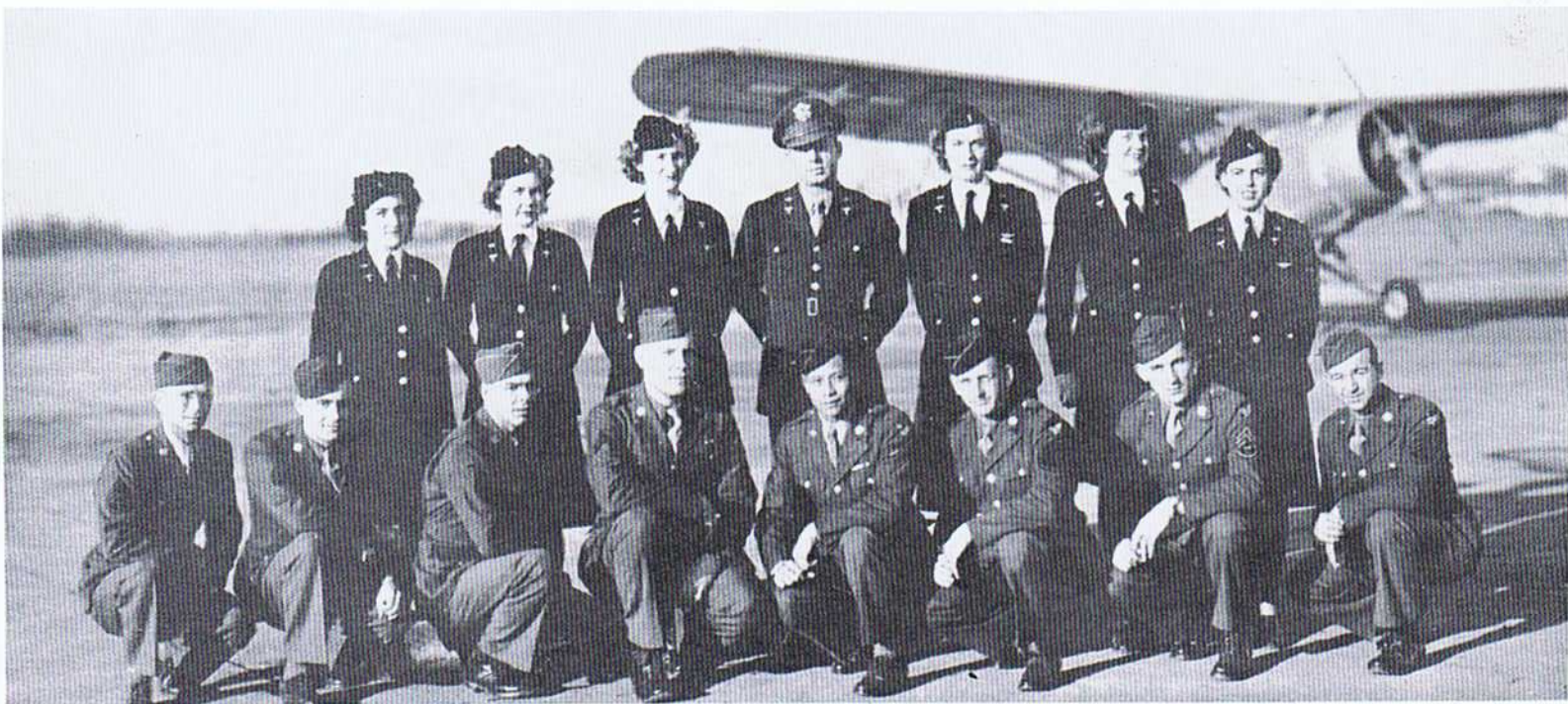


First Row, left to right: Master Sergeant William H. Dyess, Sergeant James D. Moubay, Corporal Lawrence K. Dishaw, Staff Sergeant Naaman L. Burk, Jr., Private Sylvester Blair, Corporal John D. Hulsey, Corporal Clarence C. Dukeshire, Private First Class Ross E. Wenger, Private John B. Ruffattola, Staff Sergeant Herman E. Patnaude, Private Fred W. Jones, Staff Sergeant Hugh G. Cone, Staff Sergeant Eugene E. Worley, Corporal Gordon H. A. Samp, Staff Sergeant Leo A. Riley, Corporal Robert E. Oliver, Staff Sergeant Lloyd C. Fry, Jr., Staff Sergeant Ralph W. Mowry.



Second Row, left to right: Staff Sergeant John A. Hudson, Private Johnny B. Logue, Staff Sergeant Norbert J. Pfiffner, Private George Skiro, Corporal John Ginfriada, Staff Sergeant Elgin J. Mortenson, Corporal Cecil E. Salomon, Private Vernon T. Thorson, Private First Class Holmes S. Leadford, Private Peter Dahulich, Private Andy Panas, Staff Sergeant Leonard J. Snyder, Private First Class Vincent J. Goodman, Private First Class Arthur W. Lindhorst, Staff Sergeant Nicholas Cleary, Corporal John T. Ritter, Staff Sergeant Lowell E. Deas, Private Roy E. Bevins, Staff Sergeant Carl Sims.

Third Row, left to right: Corporal Harold V. Clark, Private Alfred C. Torres, Private Donovan B. Simes, Technical Sergeant Melville N. McKee, Corporal Donald J. Erickson, Sergeant John Majostek, Corporal Arthur E. Brad, Corporal Harry W. LaSore, Private Frank J. Pazauskas, Staff Sergeant Bert J. Drummond, Staff Sergeant Allen E. Crutchfield, Staff Sergeant Clyde M. Walters, Staff Sergeant Paul R. Jackson, Corporal Joseph F. Stonkey, Corporal Charles M. McMullen, Staff Sergeant Thomas O. Duesing, Staff Sergeant Walter O. Eckrich, Staff Sergeant Closser C. Ramsey, Staff Sergeant Harry L. Littleton.



Back Row, left to right: Second Lieutenants Dorothy L. Vancil, Theda C. Patrick, Martha A. Reading, Captain James F. Higgins, Second Lieutenants Virginia R. Hanna, Doris M. Nylander, Dorothy F. Crane.

Front Row, left to right: Technicians Third Grade Robert E. Spooner, Herbert R. Hayes, Carroll S. Hicke, Corporals Leahman D. House, Henry Ong, Technicians Third Grade William J. Vecera, Francis X. Schwartz, Zygje J. Stankiewicz.

805TH M. A. E. T. SQUADRON



Left to Right: Second Lieutenants Miriam M. Britton, Sarah H. Ward, Mary E. Newback, Katherine A. Marilley, Lucille Reidlinger, Mildred A. Scifres.



Second Lieutenant Charlotte Young.



Left to Right: Second Lieutenants Winifred R. Zirkle, Anna R. Hoover, Helen F. Lyon, Betsy Bradford, Alta M. Thompson, Ruth M. Gardiner.



Technician Third Grade Walter A. Craig.

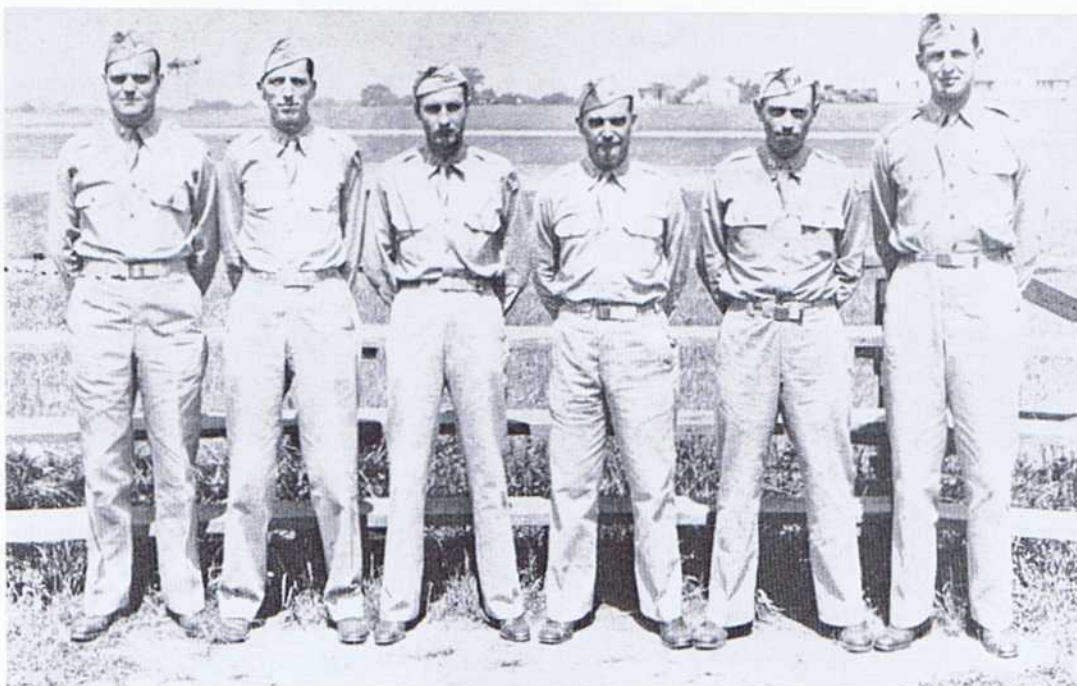
Back Row, left to right: Technician Third Grade Virgil B. Lohnes, Corporal Harvey E. Long, Technician Third Grade Charles R. Oates, Technician Third Grade Otas E. Sharp, Technician Third Grade Ray Walters, Jr.
Bottom Row, left to right: Technician Third Grade James L. Fishel, Corporal Herbert L. Koenig, Technician Third Grade Levi G. McCullough.



806TH M. A. E. T. SQUADRON



Left to Right: Captains John P. Birdzell, Edward E. Cannon, William C. Phillips, Major William K. Jordan, Captain Wesley B. Oliver, First Lieutenant Joseph H. Brezezinski.



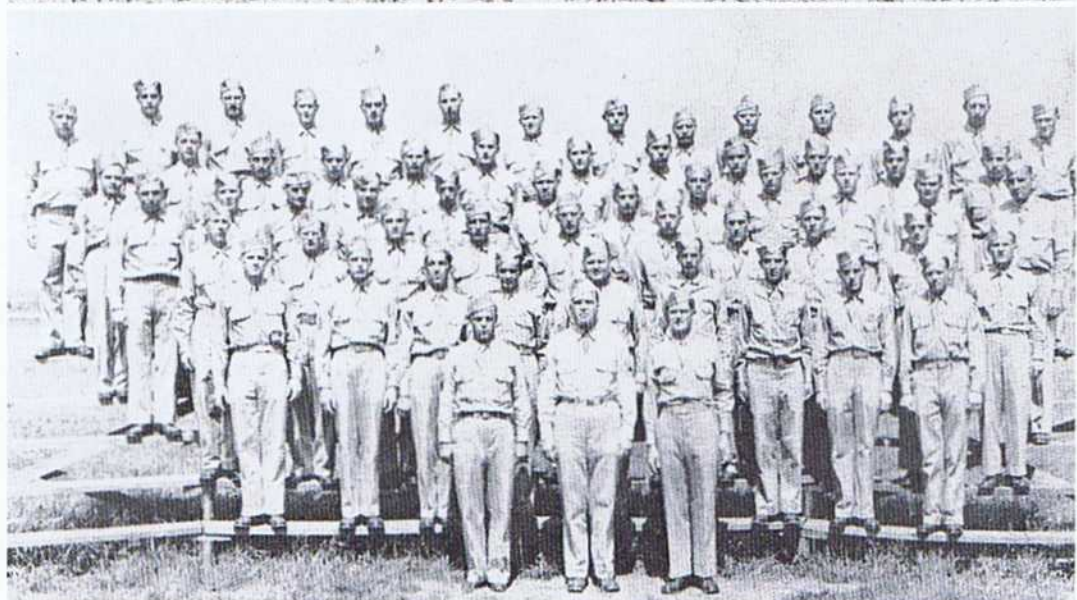
First Row: Anna G. Ranahan, Ethel L. Guffey, Mary L. McHugh, Delores C. Dilger, Marion L. Hemmesch, Florence M. LeDuca, Geraldine F. Dishroom.

Second Row: Joan C. Denton, Margaret M. Gudobba, Wilma R. Vinsant, Doris M. Stock, Winna J. Foley, Ruth V. Finnie, Patricia E. Corrigan, Jean K. Bartholomew, Grace R. Hawkes.

Third Row: Grace E. Dunnam, Lucille A. Chaloupka, Irene McMullen, Jane E. Orme, Dorothy L. Barlow, Edith E. Brown, Florence E. Twidale, Geraldine L. Curtis, Hilda R. Burgess.



Master Sergeant John C. Miller, Staff Sergeant Francis J. Neiderer, Technicians Third Grade Landislaus Balasa, Jr., Alvin E. Bassett, Joseph J. Bellis, James H. Coleman, James A. Eden, Eugene H. King, Jr., Lora Pearman, Charles P. Pieper, Arthur D. Steiner, William M. Vandevender, Kenneth Worden, Technician Fourth Grade John H. O'Hara, Corporals David L. Chester, Richard M. Lasher, Oscar L. Nelson, Floyd H. Stevens, Wesley C. Young, Technicians Fifth Grade Leland H. Little, Raymond H. Wolfe, Privates First Class Buford A. Ballard, Estill G. Steele, Charlie N. Swafford, Privates David A. Baker, Louis G. Enfert, Corrie Hartog, Herbert Squires, Chester R. Switzer, George N. Walters, Jr., Technical Sergeant Ralph C. McGlasson, Technicians Third Grade John W. Ackroyd, James G. Barnes, Jr., Ralph W. Beaubout, Isaiah H. Bittenbender, Emory W. Craver, William W. Keebaugh, William M. McMullan, Ora Pearman, Harold M. Stocketh, Elmer S. Watson, Raymond T. Witty, David E. White, Technician Fourth Grade Ernest R. Spears, Corporals Woodrow J. Grim, Joseph Lipstock, John Schunatz, Jr., William G. Wilcox, Technicians Fifth Grade Robert A. Gereaux, Glenn R. Milburn, Privates First Class Leonard H. Allison, Bert V. Carter, Burl H. Stephenson, Cecil M. Tipton, Privates Joseph W. Brazil, Harold B. Gaver, Robert L. Reid, Chester A. Strosin, Nimrod R. Varner.



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Captains Robert L. Simpson, Phillip F. Voight, Major William P. McKnight, First Lieutenant Robert R. H. Stange, Captains Edward M. Phillips, George W. Beers.

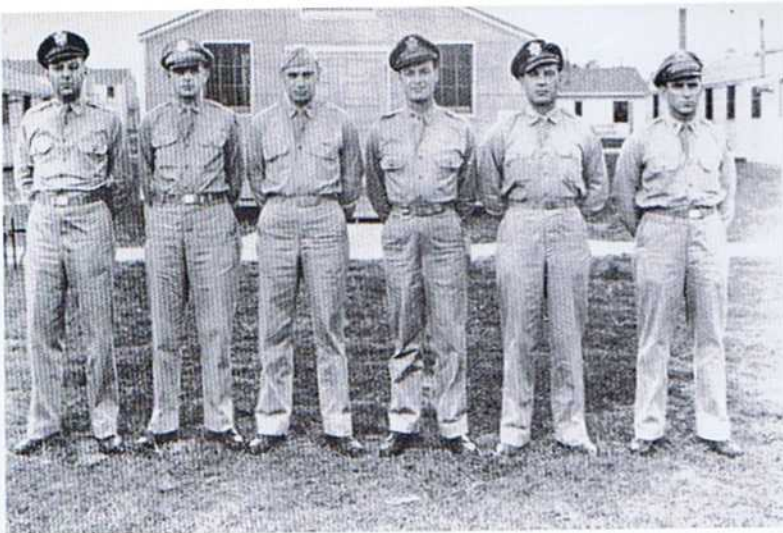
First Row, left to right: Second Lieutenants Gertrude G. Dawson, Elna Schwant, Lois E. Watson, Ann Markowitz, Lucia W. Sloper, Lillian J. Tacina, Mary J. Smith, Ann E. Kopeso, Edith A. Belden, Charmion A. Villa.

Second Row, left to right: First Lieutenant Grace H. Stakeman, Second Lieutenants Wilma D. Lytle, Pauleen J. Kanable, Agnes A. Jensen, Doris E. Kirkpatrick, Elizabeth T. Ruminski, Frances Sale, Ava A. Maness, Helen Porter, Anna M. Scheldorf, Linnie D. Saumer, Helen J. Welch, Frances Nelson, Dorothy C. White, Eugenia H. Rutkowski.



First Row: Second Lieutenants W. Lytle, A. Scheldorf, F. Sale, D. Kirkpatrick, H. Porter, A. Maness, A. Jensen, E. Ruminski, F. Nelson, C. Villa, A. Kopsco, E. Belden, First Lieutenant G. Stakeman.
 Second Row: Second Lieutenants L. Tacina, E. Schwant, L. Watson, L. Sloper, L. Saumer, P. Kanable, D. White, E. Rutkowski, H. Welch, A. Markowitz, G. Dawson, M. Smith.
 Third Row: Technician Third Grade Thomas E. Putnam, Technician Third Grade Thomas J. Phillips, Private First Class Francis E. Quill, Technician Third Grade George W. Tustin, Corporal Malcolm Keith, Private First Class John E. Buchanan, Corporal Samuel R. Mecimore, Technician Third Grade Lawrence O. Abbott, Technician Third Grade George B. Leinonen, Sergeant James E. Moore, Technician Third Grade Gordon M. MacKinnon, Technician Fifth Grade Adam J. Matthews, Staff Sergeant William Brock, Technician Third Grade Joseph Greber, Master Sergeant Clifford O. Reed.
 Fourth Row: Private Bryan W. Day, Technician Third Grade William J. Eldridge, Private Miceale T. Listorti, Technician Fifth Grade Angelo L. Laneve, Technician Fourth Grade Stanley E. Glowacki, Private Elpedio Salazar, Private First Class Oscar L. Harris, Technician Third Grade John F. Szczepkowski, Corporal Percy W. Olive, Technician Third Grade Jesus

Leal, Jr., Technician Third Grade John P. Wolf, Private First Class T. L. Johnson, Technician Third Grade Raymond E. Ebers, Technician Third Grade Wesley J. Hanson.
 Fifth Row: Technician Third Grade Bernard R. Benton, Technician Third Grade Robert A. Cranson, Private Hugh E. Thompson, Private First Class Derwood Holt, Private First Class Eugene Warren, Private John Dilbeck, Technician Fifth Grade Gordon H. A. Samp, Corporal Chester E. Huntsman, Technician Third Grade Charles J. Adams, Technician Third Grade Charles F. Zeiber, Private Samuel Horrell, Technician Third Grade Paul G. Allen, Corporal Joseph A. Murphy.
 Sixth Row: Corporal Roland Z. Jenkins, Technician Third Grade Charles L. Devine, Corporal Theodore H. Buchheim, Technician Third Grade Donald E. Mulligan, Private First Class Frederick Wirzburger, Technician Third Grade Harold L. Hayes, Technician Third Grade Robert E. Owen, Technician Third Grade Leonard W. Herbst, Corporal James W. Edgar, Technical Sergeant John C. Adler, Private Joseph H. Underwood, Private James A. Williams, Technician Third Grade James P. Cruise, Private First Class Paul Keys, Private William G. Fitzpatrick.



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Reading from Left to Right: Captains Walter E. Naugler, Harry B. Updegraff, Major Roy C. Weinstein, Captains Edward G. Jeruss, Joseph M. Keith, First Lieutenant Lawrence E. Oliver.

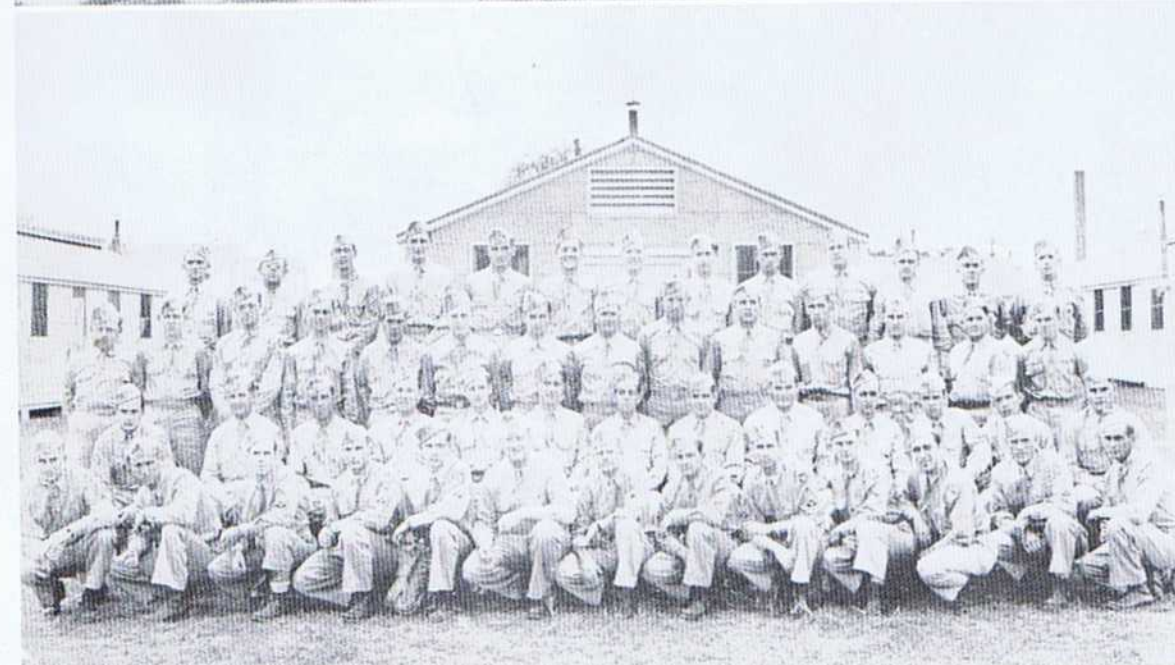


Standing, left to right: Stick, Perry, Leonard, Kartman, O'Reilly, Maxwell, Binkley, Platt, Johnson, Udbye, Smiley, Morrow, Jenner.

Kneeling, left to right: Entrekin, Poland, Roberts, Littleton, Epp, O'Donovan, Deibel, Timmons, Taranta, Wiesner, McIntyre, Garcia.



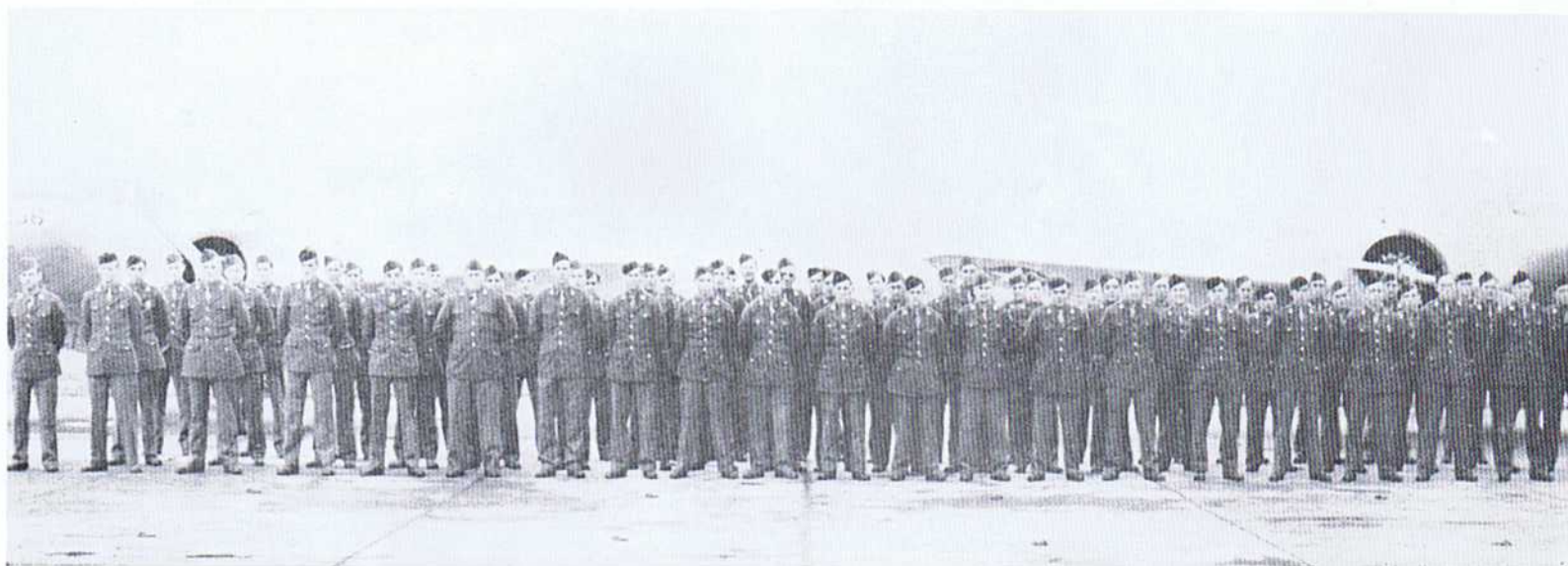
Master Sergeant A. J. Davis, Staff Sergeant Wesley N. Valentine, Technician Fourth Grade Felix W. Howard, Private First Class Clifton E. Corbitt, Technician Fifth Grade Oren H. Dougan, Technician Fifth Grade Jessie C. Keith, Private Raymond P. Cade, Jr., Private Charles E. Clair, Private Verner L. Turpen, Private First Class James H. Baker, Sergeant William T. Caldwell, Private First Class James A. Mussallem, Private First Class Arthur DiBin, Private Clifford C. Stevens, Private John Richards, Technician Fifth Grade Frederick E. Cooper, Technician Third Grade Edward G. Duffy, Technician Third Grade Henry Rezmer, Corporal James G. Still, Jr., Technician Third Grade Siegel Osborn, Technician Third Grade Jay C. Hoffman, Technician Third Grade Milton Scheffter, Corporal William J. Bell, Technician Third Grade Thomas J. Morton, Technician Third Grade Cyril M. Horvath, Technician Third Grade Raymond P. Cuthbertson, Corporal Elbert T. Minton, Technician Third Grade William A. Johnson, Technician Third Grade George M. Floyd, Technician Third Grade William B. Smith, Corporal Roman J. Yanish, Technical Sergeant Clyde H. Hatten, Technician Fourth Grade Harry T. Stecklair, Corporal Gerald E. Dickerson, Technician Fifth Grade Alexander J. Moleski, Technician Fifth Grade Edgar R. Grisham, Jr., Private First Class Victor S. Lapczynski, Private Raymond C. Jett, Private Tomis J. White, Private First Class Henry E. English, Private First Class Perkins L. Love, Private First Class Lester G. Mertz, Private First Class William Lockett, Private Theodore R. Micco, Private Paul R. Doris, Technician Third Grade Eugene Kenny, Technician Third Grade Patrick Petrozelli, Technician Third Grade John P. Lawrence, Corporal Jack E. Kay, Technician Third Grade John W. Gough, Technician Third Grade Lloyd G. Zellefrow, Technician Third Grade William H. Grant, Technician Third Grade Robert L. Rathbun, Technician Third Grade Howard F. Ertel, Corporal Dante R. DiRoma, Technician Third Grade Louis G. O'Hoffman, Technician Third Grade Richard C. Briggs, Technician Third Grade Joseph A. Zondek, Corporal Leon Fried.



809TH M. A. E. T. SQUADRON



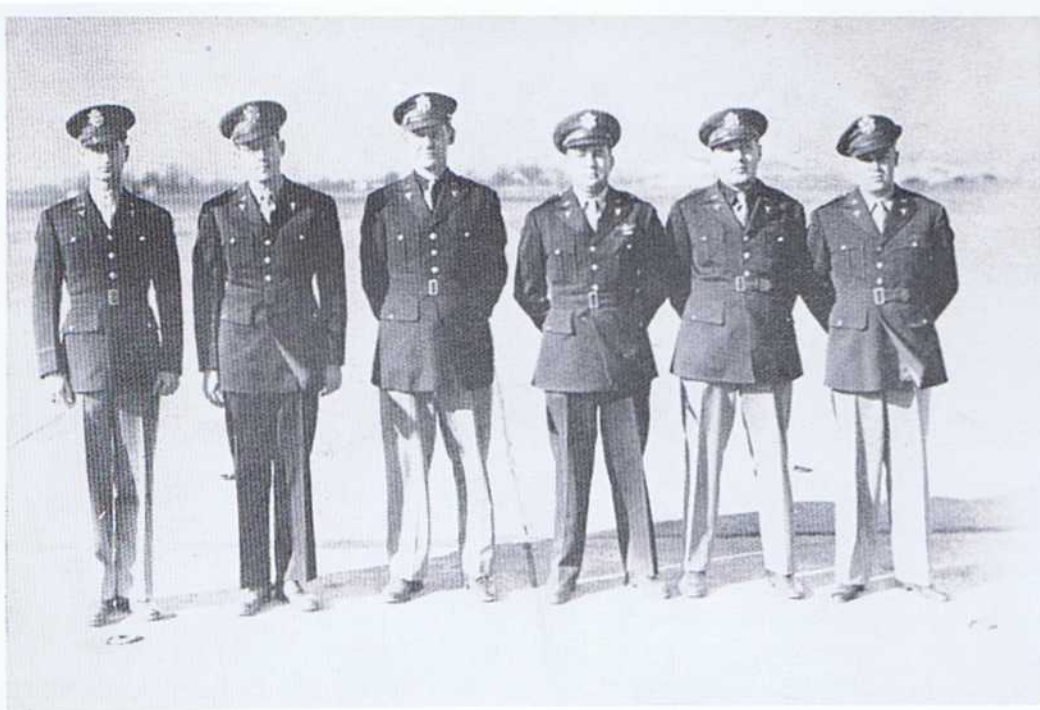
Left to Right: Captain Charles Schnall, Captain James E. Lett, Major Andrew D. Henderson, First Lieutenant Joseph A. Alfieri, Captain Carl B. Ermshar, First Lieutenant Paul Lapides.



Technician Third Grade Joseph S. Caras, Jr., Technician Third Grade Howard D. Erwin, Technician Third Grade Robert K. Cruver, Technician Third Grade Donald J. Hall, Jr., Technician Third Grade Leo M. Johnson, Technician Third Grade Gailen L. Allwood, Technician Third Grade Karl J. Soukup, Technician Third Grade Jerome J. Venker, Technician Third Grade Richard C. Baldwin, Technician Third Grade Martin J. Besteman, Technician Third Grade Wallace C. Bustle, Technician Third Grade Charles H. Davenport, Technician Third Grade Frank Fenix, Technician Third Grade Carl D. Grossman, Technician Third Grade John J. Kane, Technician Third Grade Walter J. Stephens, Technician Third Grade Homer C. Platt, Technician Third Grade Omer Smoot, Technician Third Grade Columbus B. Richardson, Technician Third Grade Thomas F. Carty, Staff Sergeant Homer H. Hurst, Technician Third Grade Vander J. Deaton, Technician Third Grade Glen D. Elam, Corporal Manuel C. Garcis, Corporal John L. Otley, Corporal Guy W. Wertz, Private First Class Vernon A. Heninger, Technician Fourth Grade Edward M. LaHood, Technician Fourth Grade Walter G. Zawatzke, Technician Fifth Grade Frank J. Baranowski, Technician Fifth Grade Robert D. Gonion, Technician Fifth Grade Theodore H. Michaelis, Technician Fifth Grade George J. Prismer, Private First Class Charles J. Blodgett, Technician Third Grade Wildee O. Beard, Technician Third Grade Blaine W. Gamble, Master Sergeant Robert E. Barr, Corporal Clayton A. Craig, Corporal Christian H. Sorensen, Private First Class Edward A. Dungan, Private First Class James P. McDermott, Corporal Howard R. Dermott, Private L. D. Emerson, Private Edward Gouveia, Private Michael A. Grazioso, Private Oren Knowlton, Private Russell C. McLeod, Private Harold J. Johnson, Private William R. Riggle, Technical Sergeant William P. Rogers, Jr., Corporal Edward W. Waltz, Corporal Wilmer C. Wiese, Corporal Eugene M. Zdziera, Private First Class Walter T. Karolozek, Private First Class Cecil O. Miller, Private First Class Jess W. Riffle, Private Elroy J. Johnson, Private Jesse Russell, Jr., Private Clarence Saxen, Private Thomas E. South, Sergeant Frederick E. Walmsley.

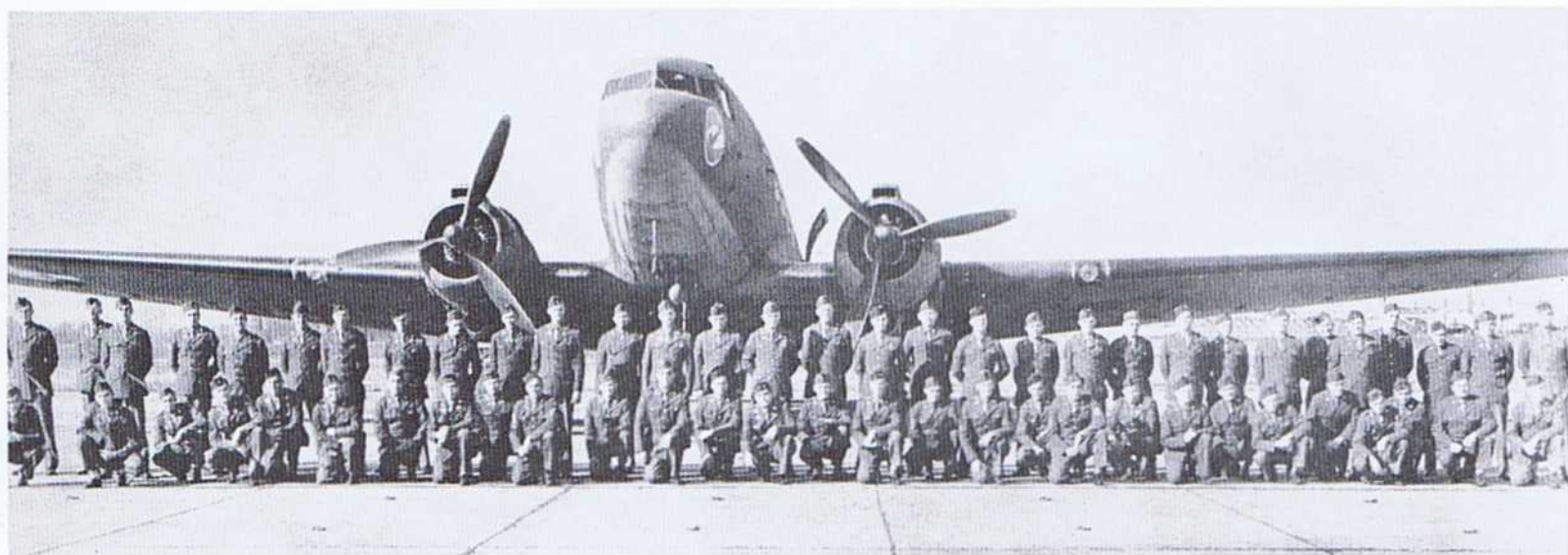
First Row, left to right: First Lieutenant Morgan, Second Lieutenants Abbott, Byram, Landsman, Pratt, Harris, Reeve, Shuman, Ditmore. Second Row, left to right: Second Lieutenants Seibert, Hoppock, Alderman, Bishop, Doherty, Skradski, Rockwell, Raspet, Sanchez. Third Row, left to right: Second Lieutenants Flaherty, Farmer, Williams, Kulis, Chase, Stallings, Jorgenson.





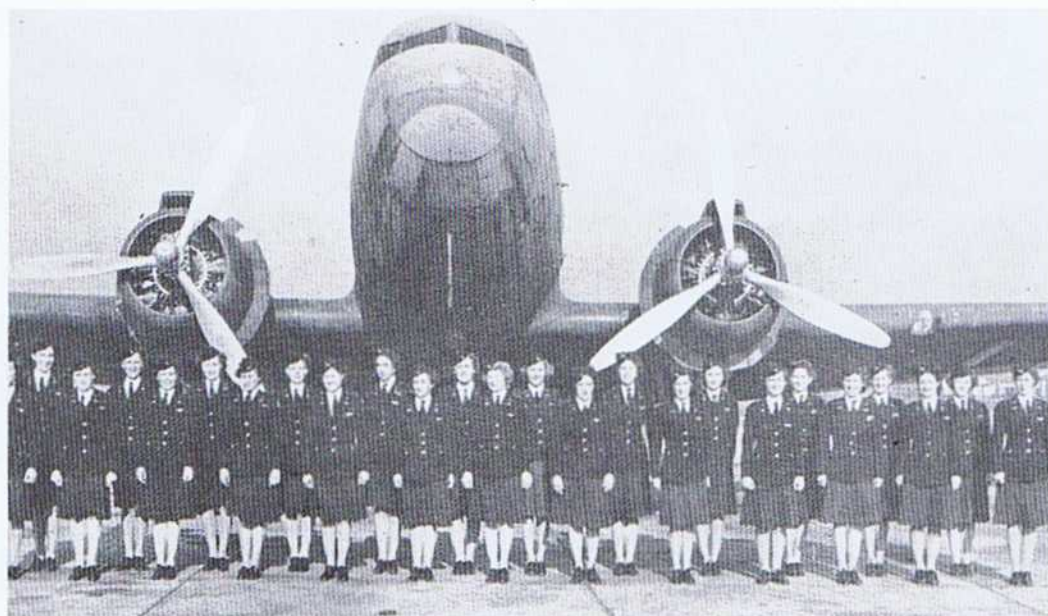
Left to Right: First Lieutenant John H. Patrick, Jr., Captain August M. Kleeman, Jr., Captain Joseph G. Stone, Major Paul A. Clouse, First Lieutenant Carl C. Rosenberg, Captain Richard E. Watson.

810TH M. A. E. T. SQUADRON



First Row, left to right: Croce, Mulligan, Rogers, Burgess, Armsden, Donohue, Benish, Clark, Rice, Russell Cruthirds, Kinkela, Horde.

Second Row, left to right: Dickinson, Surgalia, Allen, Jones, Keasey, Andersen, MacMillan, Lewis, Mathews, Steffens, Senko, Tarney.



Master Sergeant Marcel R. J. Belande, Technical Sergeant William F. McNichol, Jr., Staff Sergeant James Kelly, Jr., Technician Third Grade Barney Agate, Technician Third Grade William O. Brown, Technician Third Grade Arthur P. Evans, Technician Third Grade Merrill A. Farley, Technician Third Grade Stanley T. Farley, Technician Third Grade Merritt F. Goettel, Technician Third Grade Clement L. Hofmann, Technician Third Grade Clint F. Hufford, Jr., Technician Third Grade Harold T. Hughes, Technician Third Grade Thomas J. Kelly, Technician Third Grade Abraham Komarow, Technician Third Grade George G. Marshall, Technician Third Grade Joe D. Martinez, Technician Third Grade Marshall Morley, Technician Third Grade James H. McCurdie, Jr., Technician Third Grade Loras E. McNamara, Technician Third Grade Arnold F. Paulson, Technician Third Grade Jesse E. Patterson, Technician Third Grade James A. Scott, Jr., Technician Third Grade Michael Stanko, Technician Third Grade Marvin R. Tidrick, Technician Third Grade William Vosevich, Technician Third Grade Sidney J. Weintraub, Technician Third Grade Vincent Parrillo, Sergeant Edward A. Szymaniak, Technician Fourth Grade Edgar H. Schacht, Technician Fourth Grade John J. O'Connor, Corporal Joseph Alagna, Corporal James C. Bray, Jr., Corporal John S. Kulka, Corporal Joseph R. Loges, Corporal Stanley J. Meh, Corporal Edward Mikolas, Corporal James P. McStay, Corporal Lewis E. Schuyler, Corporal William G. Stackhouse, Technician Fifth Grade Pemelton L. Bowers, Jr., Technician Fifth Grade Robert B. Griffith, Technician Fifth Grade Valentine J. Haley, Private Warren W. Wolter, Private First Class Adam F. Drozdowski, Private First Class Artie Fincher, Private First Class Norman R. Grenon, Private First Class Cecil L. Guthrie, Private First Class Ernest J. Holland, Private First Class Thomas J. Howe, Private First Class Howard V. Kinsfather, Private First Class Robert A. Little, Private William H. Dimick, Private George A. DiScala, Private Howard H. Gafford, Private Joseph N. Leogrande, Private Richard E. Massie, Private David Nield, Private Jack A. Schreier, Private William E. Stewart, Private Merwin O. Vaughn, Private Joseph Watrol.



Left to Right: Captain John W. Vertuno, First Lieutenant John T. Scott, Captain James H. Gray (CO), Captain Willard W. Hayne, Captain Stanley W. Whitehouse, Captain Kermit W. Covell.



First Row, left to right: Margaret M. Somers, Pauline E. King, Mary A. Sauer, Jocie French, Eleanor M. Whalen, Olga R. Masilotti, Irene M. Wendt, Ruth V. Spidel.



Middle Row, left to right: Mary White Gaunt, Agnes M. Skaper, Marilyn E. Haglund, Betty R. Theobald, Helen F. Kiklowicz, Ellen T. Niemi, Minerva M. Bay, Viva G. Sutfin.

Last Row, left to right: Marion R. Sallade, Esther F. Deuth, Dorothy M. Langdon, Sabina C. Schmidt, Mary E. Poirier, Jean E. Tower, Kathryn A. Friedrich, Cecilia R. Paul, Dorothy M. Nave.



811TH M. A. E. T. SQUADRON

Top Row, left to right: Stencil, Kelly, Miller, Gurganus, Foreman, Blake, Kloss, K. Hill, Spitzer, Ferguson.

Second Row, left to right: Calhoun, Scott, Bartlett, Groy, Charpentier, Schiraldi, Benick, Aiken, Vantrees, Wolf.

Third Row, left to right: Mukku, Levy, Bull, Husner, Hutcherson, Brannon, Gossett, Danelski, M. Hill, Rooney.

Fourth Row, left to right: Kretschmaier, Townsend, Eppler, Scalise, Vilardo, Stuhl, Cash, Broadhead, McCauley, Smith.

Fifth Row, left to right: Bernerie, Luckey, Smutzler, Alstead, Gregory, Camp, Buxbaum, Black, Mehling.

Bottom Row, left to right: Cuellar, Snow, Rantru, Bray, Boisvert, Popp, Yazzolino, Schnare, Poplawski, Davis.

812TH M. A. E. T. SQUADRON

Second Lieutenants Elizabeth N. Pukas, Joy Anderson, Edna Brackett, Marion E. Clark, Johanna E. Hickey, Mabel O. Irwin, Irene E. Kasper, Liberty L. Lee, Anne M. Manning, Josephine M. Nabors, Elsie G. Nolan, Victoria R. Pavlowski, Jewell E. Sharket, Jessie M. Young, Eleanor J. Brownlee, Georgia O. Doxey, Mary M. Hovanec, Sara Ann Jones, Alice J. Kirsis, Cloy B. Lybarker, Jean M. Moore, Mary E. Neal, Dorothy H. O'Rourke, Mary F. Reardon, Irene C. Stone.



813TH M. A. E. T. SQUADRON



Captain Kenneth V. Dalton, Captain Robert K. Miles, Captain Frederick P. Army, Captain Rudolph J. Pospisil, Captain Maxwell H. D. Johnson, First Lieutenant Vivian C. Cipriano.



First Row, left to right: Johnson, Burger, Barnacastle, Williamson, Fraser, Large, Morrison, Winfree, De Bellis.

Second Row, left to right: Matzinger, Strube, Grano, Linhares, Jackley, Galloway, Maier.

Third Row, left to right: Griffith, Tolen, Young, Comeau, Edell, Wisch, Rarick, Whittle.



Bottom Row, left to right: S. Christjohn, R. Anderson, N. Barraco, W. Rix, A. Yabolis, R. Young, J. Hendricks, J. Medina, I. Rodriguez, K. Halliman.

Second Row, left to right: L. Riveira, F. Funkhouser, E. Heald, E. Groulx, D. Riddle, M. Hook, H. Belec, E. Lipowski, M. Brown, C. Stieger.

Third Row, left to right: R. Castleman, A. DeLaFuente, S. Winsboro, E. Speck, F. Cox, L. Atkisson, J. Begley, R. Oehlberg, J. Hill, M. Salmon.

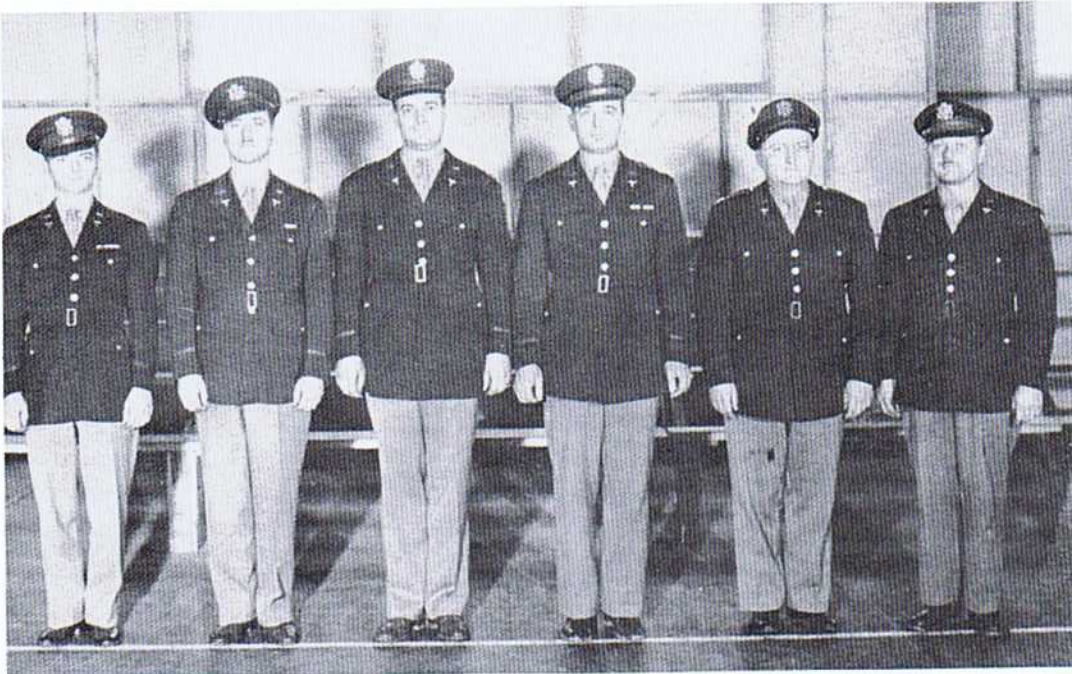
Fourth Row, left to right: J. Salmi, P. Metz, C. Hodger, A. Tierney, J. Garrett, H. Wagner, D. Wagner, W. Peppard, F. Gargon, C. Konopka, J. Kelly.

Fifth Row, left to right: J. Biasucci, P. Palmieri, M. McCarthy, L. Reinhart, W. Hall, R. Wilson, A. Messner, F. Ziemba, J. Stark, E. Engelhardt.



Top Row, left to right: H. Zimmerman, J. Smith, J. Christiano, C. Petrosky, H. Odell, L. Jordan, W. Featherston, W. Riley, W. Cooper, A. Urbaniak.

814TH M. A. E. T. SQUADRON



First Lieutenant Robert J. Lee, Captain Ames R. Templeton, Captain Charles D. Stinard, Major Glenn E. Kahler, Captain Calvin F. Warner, Captain Charles L. Coyle.



First Row, left to right: Farley, West, Kazmierczak, Leddy, Mobley, Bebout, Brindley, Herko, Manning.
Second Row, left to right: Kruger, Davis, Sanders, Gurdish, Fintak, Ellison, Gieb, Gingrich.
Third Row, left to right: Chagnard, Berns, Maietta, Evenson, Garwood, D'Eletto, Worthington, Vassallo.



First Row, left to right: George E. Crider, Clarence A. Cyr, Homer F. Hardy, William Sereday, Clarence H. Fowler, Hillaire A. Van Hollebeke, Earl F. Williams, Jose S. Jones, William R. Starkey, Edward S. Kandziorski, John J. Dwight, Jack C. Arball.
Second Row, left to right: Cletus F. Gels-ton, Eliza C. Carreaga, George Askew, Grayson P. Snook, Norbert B. Wilke, Adolph J. Yurgalewicz, Louis Chavez, Jr., Kenneth V. Leasure, William J. Henry, Jr., Francis B. Campbell, Roy W. V. Gere.
Third Row, left to right: Richard L. Roach, Robert H. Kelso, James M. Law, Jarvis C. Gifford, Earl J. Balsler, James B. Cameron, James A. Williams, Angelo Alonso, Ben Smith, Gordon F. Finke, William P. Berry, Jr., Luther R. Bradley.

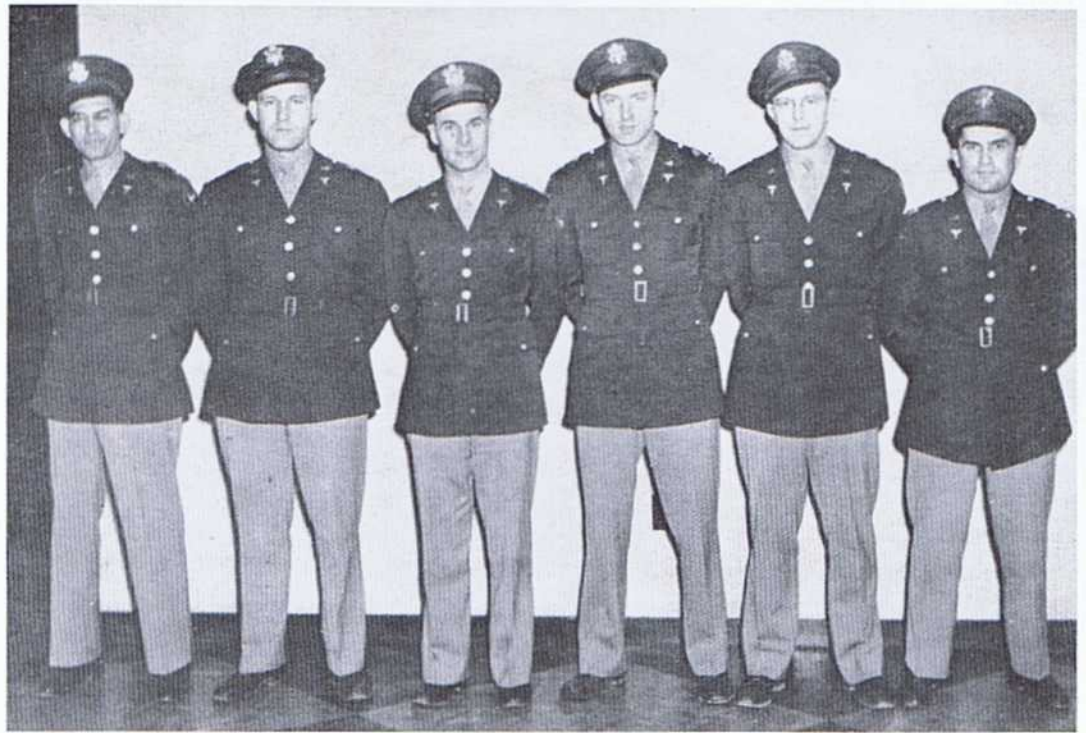
Fourth Row, left to right: Frank F. Nizio, John W. Gillie, Myron D. Singleton, Joseph M. Lavaty, John D. Helmberger, Virgil Whitman, James L. Carmody, Douglas E. Case, James S. Casey, James W. Trumbo, Jr., Robert O. Fultineer, Albert E. Straub.

Fifth Row, left to right: Italo Serchia, Robert J. Moore, Isaac E. Polirstok, John A. McKee, James D. Flood, Eugene Foster, Frank L. Hacker, William A. Riley, Carl S. Morgan, Joseph Grachamin, John F. Hampton, James E. Ferguson, Jack M. Reynolds.

815TH M. A. E. T. SQUADRON



First Lieutenant John B. Warren, Captain Hugh H. Worsley, Major Paul M. Traub, Captain Jean H. Motier, Captain Bernard J. Doyle, Captain Morton M. Halpern.



First Row, left to right: Hegland, Winwood, Clendinning, Taylor, Stanton, White, Brubach, Troxell, Carlson.
Second Row, left to right: Lamm, Ralls, Forney, Taggart, Nikander, Hoogerwert, Slattery, Millane.
Third Row, left to right: Devany, McClish, Smith, Natle, Garrett, Sweeney, Blain, Van-nuccini.



First Row, left to right: Charles G. Allen, Charles B. McCarly, Oliver J. Wheat, Jr., Marvin D. Dvorak, Clarence O. Berg, Louis H. Dayton, Anthony P. Savignano, Virgil L. Capehart, William A. Alton, Salvatore Tantillo.
Second Row, left to right: Robert B. Young, William J. McCormick, Jr., Helmut E. P. Puzig, Guy Schipper, Elmer Teutrine, Albert W. Bernardine, Elwyn D. Berry, Kenneth W. Anderson, Daniel E. Lynch, Wallace H. Parenteau, Bernard M. Saylor, Sr.
Third Row, left to right: Laurence A. Kupsch, George J. Wolf, Kenneth D. Watkins, Nathan Miron, Carl E. Kurtz, Horace Bishop, Glen D. Ghiselli, William D. Rutter, Kermit A. Schneider.
Fourth Row, left to right: Harvey H. Schmidt, Albert F. Wurtz, Morgan C. West, Roy E. Foster, Edward B. Hardy, Harlan P. Flowers, James W. Holtberg, Charles W. Muntz, Herman P. Mayer, William H. Wendt, Dale M. Wiant.



Fifth Row, left to right: Ralph L. Zurcher, Francis E. Flynn, Sr., Roy L. Kerfoot, John J. Pietrantonio, Henry D. Tindal, Jr., Jewel F. White, Virgil L. Bolstad, Arthur E. Markwardt, Glenn E. Muirhead, William E. Addison.

Sixth Row, left to right: Harry W. Tomaszewski, Joseph Handley, Steve J. Bednarski, Francis J. Hogan, Ora C. LaRue, Fred D. Dittmer, Clayton A. Grinnell, Raymond C. Kinnunen, Hans R. Hanson, Gerald H. Sheier.



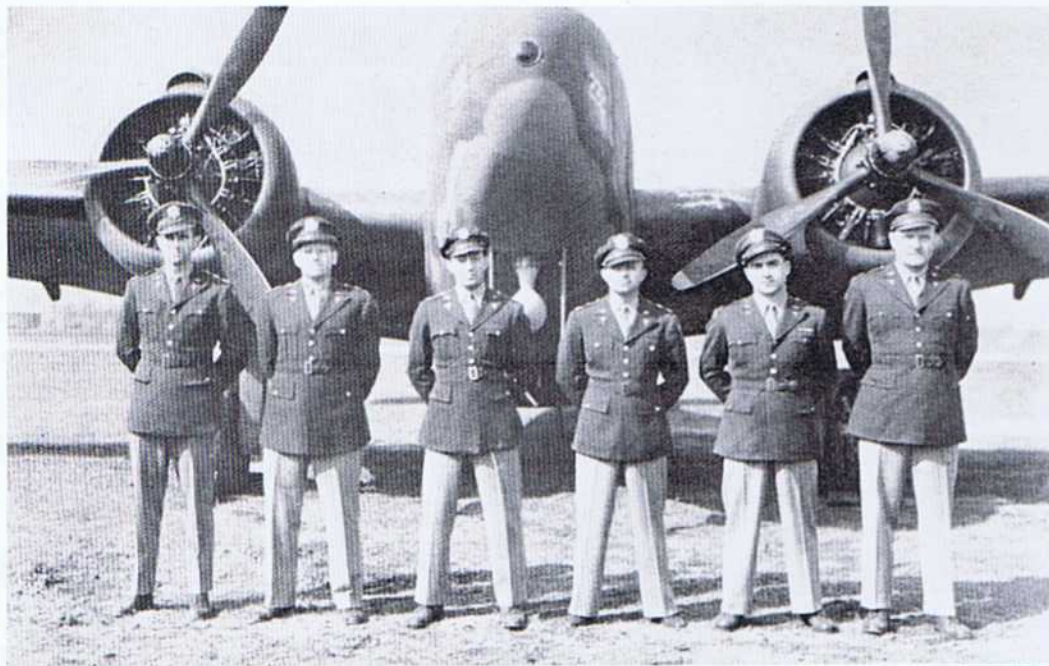
First Lieutenant William E. Horton, Captain Thomas L. Phillips, Captain Albert D. Haug, Major Adolph W. Brazda, Captain John E. Fissel, Jr., Captain Earl W. Douglas.

816TH M. A. E. T. SQUADRON



First Row, left to right: Sandstrom, Arnold, Maslowicz, Grazioso, Foster, Jackson, Geovanelle, Grant, Clark. Second Row, left to right: Lucas, Mowery, Kethcart, Buchholz, Schuller, Boles, Anthony, Shaner. Third Row

left to right: Young, Porter, Boyle, Cronquist, Mueller, Larimer, M. J. Brown, Bernard.



817TH M. A. E. T. SQUADRON

Captain George J. Ferris, Captain William E. Glosser, Major Edward A. Sawan, Captain Clinton H. McKay, First Lieutenant Oscar A. Miron, Captain Philip H. DeMaine.



Front Row, left to right: Reed, Ramsey, Simkins, Berendsen, Fruzynski, Gasvoda, Goldberg.

Center Row, left to right: McDonald, Lautenbach, Koster, Jensen, Kirk, Todt, Lodes, Bielecki.

Back Row, left to right: Price, Langdon, Steinen, Macek, Caulkins, McCain, Hawkins,

Hursey,

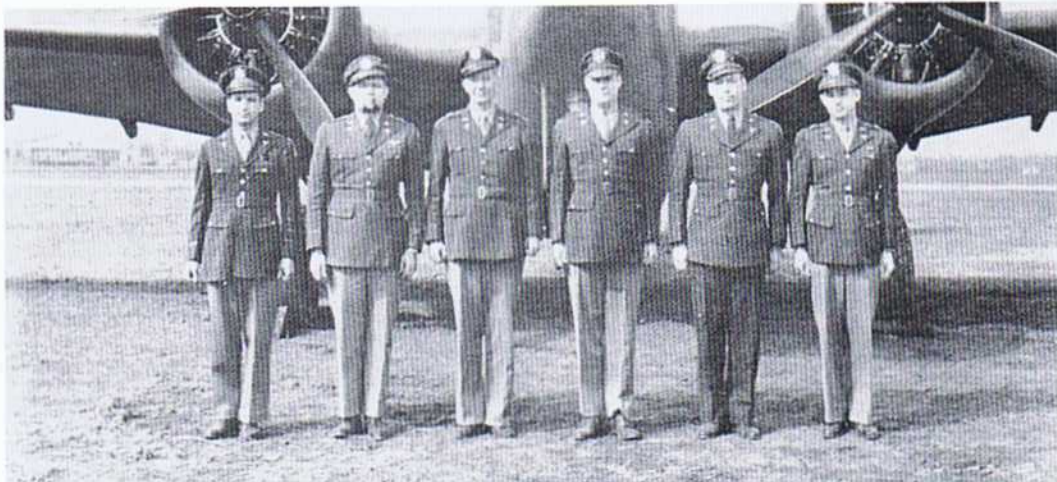
Master Sergeant Thomas D. Levy, Staff Sergeant Cleveland P. Estep, Staff Sergeant Joseph C. Niezgoda, Technician Third Grade Roy Blaylock, Technician Third Grade Grady A. Dugas, Technician Third Grade Daniel D. Frazin, Technician Third Grade Ottis N. Glisson, Technician Third Grade Harold J. Hanson, Technician Third Grade Raymond J. Heatherly, Technician Third Grade Lester O. Moxley, Technician Third Grade Herbert L. Odell, Technician Third Grade Lloyd F. Rutan, Technician Third Grade Gilbert M. Smith, Technician Third Grade Dwight F. St. Clair, Sergeant Turner P. Tudor, Technician Fourth Grade Frank J. Mioddek, Corporal Charles Bunevich, Corporal Edward D. Lewis, Corporal John W. Winquist, Corporal Milford E. Wyss, Technician Fifth Grade Raymond E. Esteppe, Technician Fifth Grade Charlie T. Whitfield, Private First Class Nelson Asbill, Private First Class Ralph J. Jackson, Private First Class Robert E. Johnston, Private First Class John O. Smith, Private Joseph J. Conte, Private Edward W. Feist, Private Melvin F. Musfeldt, Private Reves T. Olivarez, Private Charles J. Schultz, Technical Sergeant William T. Bennett, Staff Sergeant Robert R.

Gassman, Staff Sergeant Carmen E. Wilson, Technician Third Grade Winston E. Dubisher, Technician Third Grade Preston R. Foster, Technician Third Grade Henry T. Ghilain, Technician Third Grade Marion H. Graves, Technician Third Grade Calvert H. Hardesty, Technician Third Grade Kermit W. Johnson, Technician Third Grade Vincent M. Needham, Technician Third Grade Lowell G. Pettygrove, Technician Third Grade Ralph M. Sacks, Technician Third Grade Frederick M. Skaggs, Sergeant John M. Muniak, Technician Fourth Grade Bernard J. Gorleski, Corporal David D. Blalock, Corporal Ralph C. Dahms, Corporal Willis P. Reid, Corporal Joseph N. Wroblewski, Technician Fifth Grade William L. Denike, Technician Fifth Grade James E. Noble, Private First Class Erroll M. Adams, Private First Class John J. Iwaniuk, Jr., Private First Class Gordon E. Jenks, Private First Class Kenneth J. Kenney, Private First Class Kenneth L. Stuetgen, Private Paul Dunec, Private Antonio LaFica, Private Paul Oliphant, Private Jack E. Prevatte.



818TH M. A. E. T. SQUADRON

Left to Right: Captain Frank, Major Dornberger, Captain Mills, Captain Sabatier, Captain Smith, Lieutenant Petrie.



First Row, left to right: Second Lieutenants Selma J. Kaye, Vivianna Cronin, Goldie Harvey, Marie T. Larriviere, Wilmo P. Cline, Sylvia C. Roth, Alice B. Beard.

Second Row, left to right: Second Lieutenants Eleanor M. Lofthouse, Alice R. Kriebel, Margaret M. O'Toole, Jane H. Zuern, Velma M. Scholl, Catherine M. Banigan, Dolores E. Rue, Wilhelmina M. Dunker, Inez Leland.

Third Row, left to right: Second Lieutenants Evelyn L. Chaychuk, Lola L. Bain, Cordelia T. White, Phyllis J. Heintz, Catherine E. Dries, Anna M. Beneshunas, Josephine J. Crawford, Marjorie S. Payne, Sara K. Shumpert.



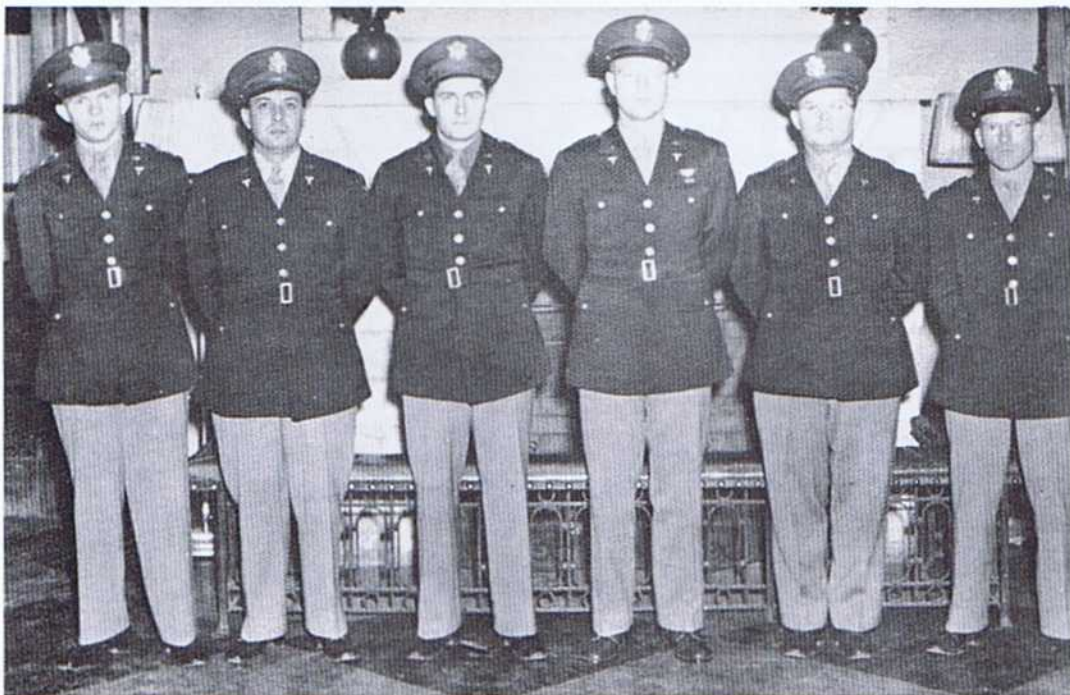
Technical Sergeant Harry E. Lasher, Staff Sergeant Myron E. Sargent, Technicians Third Grade Charles E. Ennis, William T. Hart, Paul F. Henrich, Karl K. House, Michael J. Keating, Paul S. Keller, John A. Kliminski, John J. Kloch, Peter P. Kovach, Pierce F. Krouse, John S. Ludden, William R. Lyons, James R. McCaskie, Stanley W. Mavis, Kenneth J. Mead, Bertram Meister, Martin C. Otto, Howard C. Smith, Martin J. Weimar, Sergeants David J. Galbraith, Max S. Kruzansky, Norbert A. Notch, Joseph Sommers, Albert C. Watson, Technicians Fourth Grade John P. Dodge, Cary P. Kloss, Corporals James F. Bass, Gordon C. Hawkins,

Julius E. Keller, Arthur J. Kieselbach, Matthew J. Palazzolo, Henry C. Porret, Duncan B. Shanklin, David E. Yanni, Leonard D. Wagner, Jr., Technicians Fifth Grade George J. Brunner, Howard P. Lindaberry, Arthur E. West, Privates First Class Frank H. Burke, Jr., Richard S. Dawson, Michael Hudnick, Charles Kirl, Clarence Kronenberg, Dionysius A. Laskowski, Herman Levine, Herbert E. Morehead, Roy C. Robertson, Loyd F. Yater, Privates Arnold Bailey, Joel L. Boies, Houston Court, Seymour A. Finkelstein, Joseph J. Paniccia, R. J. Phillips, Jesse K. Reeves, Angelo J. Rotondi, Stonie A. Trinkaus, Thomas W. Trull, Vincent T. Vasquez.



819TH M. A. E. T. SQUADRON

First Lieutenant Paul E. Haynes, Captain Lucien F. Della Fera, Captain John E. Lally, Captain Emerson C. Kunde, Captain Harvey A. Hatch, Captain William P. Bradley, Jr.



First Row, left to right: Chico, Pejko, Oropeza, LaMunyan, Potash, DeVore, Platt.

Second Row, left to right: Roy, Potash, Lau, Burkart, Daenzer, DuPont.

Third Row, left to right: Blacker, Roach, J. Brown, Radspieller, Rice, Janek.



First Row, left to right: Technician Fifth Grade William J. Benton, Private First Class Nelson G. Harmon, Technical Sergeant John M. Mahler, Technical Sergeant Paul A. DeLloyd, Private First Class William E. Donovan, Corporal Joseph B. Hennessey, Corporal William S. Hanley, Private First Class William C. Achor.

Second Row, left to right: Private First Class Melvin R. Fanning, Private First Class Cylvesta W. Milne, Technician Third Grade Joseph Dawson, Staff Sergeant Regis A. DeNinno, Technician Third Grade Aloysious L. Pichooki, Corporal Jack Fogel, Technician Third Grade John M. Narcisco, Technician Third Grade Andrew S. Moisey, Technician Third Grade Patrick J. Sharkey, Private First Class James L. Redding, Private Donald D. Gilbert.

Third Row, left to right: Sergeant Anthony Valentino, Technician Third Grade Milton R. Peine, Technician Third Grade Arthur Schre'h, Technician Third Grade William M. Pollard, Technician Third Grade Emidio D. DiPlacide, Technician Third Grade Marvin A. Pickard, Technician Third Grade Byron E. Leitner, Technician Third Grade Clark E. Snyder, Technician Third Grade Richard J. Milfs, Private First Class Raymond K. Neu, Private First Class Irving H. Soloway.

Fourth Row, left to right: Technicians Third Grade Frank McCormack, Clarence Easter, Jr., Ellmore A. Red, Private Albert M. Kokocinski, Corporal Stephen S. Bresnahan, Technicians Third Grade Farrell Conlon, Stanley E. Percy, Daniel J. Mikletz, Corporals Franklin H. Sheffer, Joseph Orenbuck.

Fifth Row, left to right: Technician Third Grade Richard C. Olds, Sergeant Nicholas T. Terraferma, Corporal Warner Bieri, Privates First Class Julian F.

Moon, Arnold E. Morrison, Charles J. Neuman, Jr., Corporal Joseph E. Sellers, Technician Third Grade Joseph R. Stewart, Private First Class Dale F. Frazee.

Sixth Row, left to right: Sergeant James N. Bradshaw, Technician Fifth Grade Virgal B. Savage, Privates Herbert J. Hughes, Walter R. Guimond, Corporal John W. Sliwinski, Privates First Class Wallace H. Coffin, Cletus L. Fleck, Frank D. Saltsman, Technician Third Grade William R. Eichelberger.





820TH M. A. E. T. SQUADRON



Front Row, left to right: Mary T. Coughlin, Eulalia C. Sullivan, Victoria R. Lancaster, Laila H. Budd, Alice Ristine Abraham, Emily H. Bateman, Mary M. Earl, Dorothy M. Repp, Martha F. Black.

Second Row, left to right: Jean C. DeGarmo, Johnnie N. Hendricks, Catherine L. Groves, Dorothy M. Canten, Sabina B. Gonski, Genevieve A. Dunleavy, Thelma M. LaFave, Elizabeth Dodd, Gladys E. Brown.

Third Row, left to right: Gertrude L. Champlin, Theta E. Phillips, Dorothy B. Cory, Florence B. Combs, Bernice M. Brady, Anna C. A. Hickey, Laurel Lallatin.



Master Sergeant Charles W. Wilkinson, Technical Sergeant Thomas H. Neff, Staff Sergeant Anthony A. Buccola, Technician Third Grade Albert J. Bosselait, Technician Third Grade Milton S. Buchli, Technician Third Grade John V. Cantando, Technician Third Grade Ralph J. Collette, Technician Third Grade Casimer Demanski, Technician Third Grade Leonard J. Donnelly, Technician Third Grade Ralph W. Emerson, Louis Friedenberg, Joseph R. Hickman, Randall J. Hood, Edward M. Kelly, Calvin G. Maloney, Vito Marchese, Chester Mioduszeqski, Salvatore V. Mistretta, Wilson Neal, Rocco Paperillo, LaVerne C. Schultz, Ben Surpin, Joseph A. Pelletier, Thomas S. Rogan, Edward C. Temme, Leonard J.

Toppi, Harold Zimmerman, Paul J. Fenton, Shew K. Lee, Charles V. Marko, Heine L. Albert, Delbert V. Berry, Orla Billiter, Richard L. Brown, Dexter M. Cutler, Everett A. Harter, Willis M. Newman, Seymour Ronald, Leonard F. Spondyak, Joseph Bell, Gervis R. Partin, Leland Sullivan, Milford R. Vanhoutan, James R. Ballantine, Jasper N. Boyd, Jr., Richard K. Eberline, Charles F. Harrington, Finis Jones, Anthony A. Krysztopowicz, George R. Randa, Emmett R. Randolph, Richard A. Smith, Anthony Ginnelly, Harold S. Crooker, Joseph E. Dunne, Louis G. Eilenberger, James L. Sweeney, Maximilian B. Torres, Joseph J. Trela, Daniel A. Troyer, Lloyd C. Welsh.



821ST M. A. E. T. SQUADRON



First Row, left to right: Ross, Hartnett, Urschaltz, Barrett, Norris, Revel, Mayer.

Second Row, left to right: Thorp, Rice, Dillon, Burger, Roche, Ginn, Baraniak, Haynes.

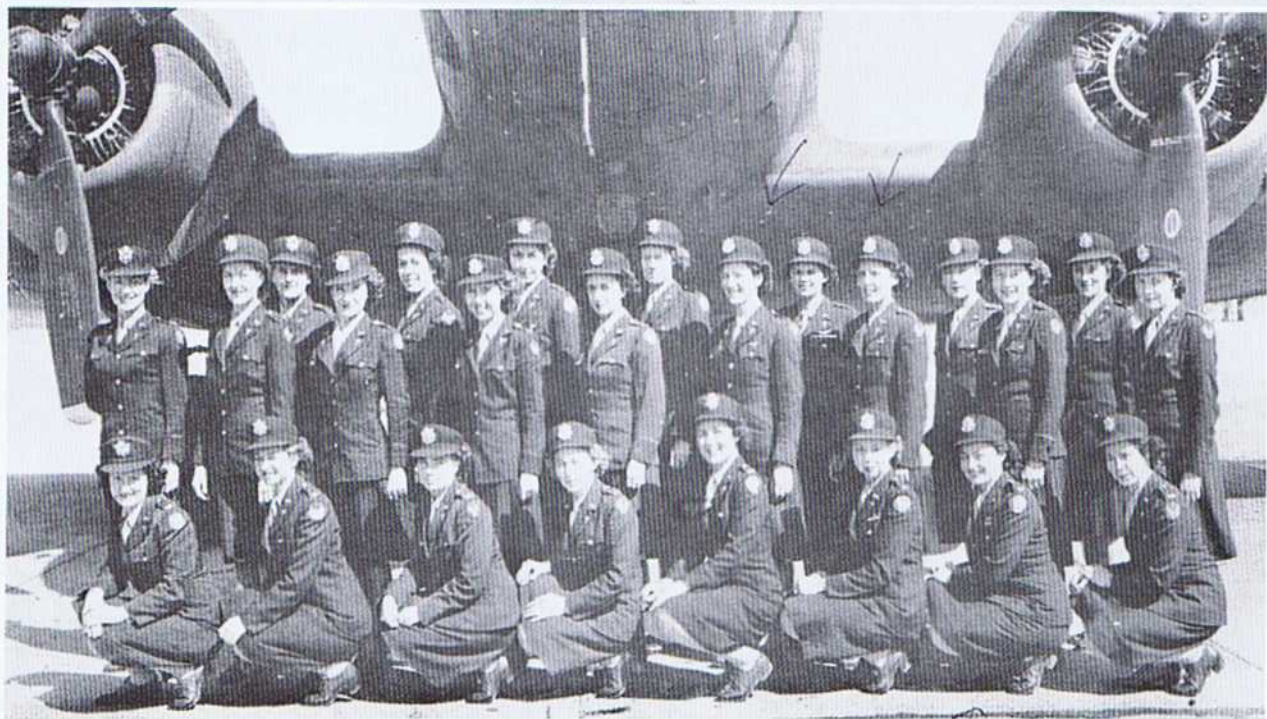
Third Row, left to right: Dunn, Brown, Crocker, Newland, Richards, Hack, Drennan, Kolb, Yunker, Waldron.

822ND M.A.E.T. SQUADRON

Front Row, left to right: Lieutenants Mary Hoadley, Victoria Gryboski, Alice T. McClelland, Anastasia Hartley, Sarah Hooks, Barbara Holmquist, Edith Giles.

Center Row, left to right: Lieutenants Cleo M. Swann, Geraldine Lysne, Mary Kymick, Kathryn Haas, Jennie Swanson, Sybil Festavan, Hilda Heilman, Louise Hancock.

Back Row, left to right: Thelma Stephens, Helen Lukemeyer, Frances Stoltz, Blanche Solomon, Agnes Simonson, Maxine Hagen, Frances Asher, Jeannette Folmar, Rosalind Westfall.



823RDM.A.E.T. SQUADRON

First Row, left to right: Lillian J. Tacina, Evelyn Goodman, Alice Pflaum, Betty G. McQuirns, Elizabeth Thines, Gerda H. Bouwhuis, Elna Schwant, Mary J. Flannagan.

Second Row, left to right: Lucille B. Saunders, Aileen M. Mears, Barbara J. Gage, Yaleska B. Staudt, Mildred G. McQuiston, Ann Markowitz, Ann E. Kopco, Marie E. Hohmann, Doris O. Nason.

Third Row, left to right: Katherine B. Shafer, Dorothy Nordenholt, Henrietta L. St. Clair, LaVerne Kent, Seraphine V. Petrocelli, Mary A. Dusky, Mary A. Cook.



Lieutenants Yunker, Odde, McQueen.



Lieutenants Wadell, Endress.



Lieutenants Wilson, Hollingsworth, Hunkele. 807 5



REPLACEMENTS



Shown to the Left, Front Row, left to right: Second Lieutenants Emma Bowen, Marion W. Arthur, Barbara LeFever, Mary K. Wilson. Back Row, left to right: Second Lieutenants Ann Shanley, Elsie Brennan, Jeanette Wyatt, Bernice Creighton, Barbara Watts.



Second Lieutenant Verita L. Son.



Shown to the Left: Lieutenants Mary K. Hickey, Jean E. Boocheroff, Gertrude M. Berlings, Irene E. Miller, Oma Matthis, Ruth N. Reed.

Second Lieutenant Eunice Ball.

Second Lieutenant Anne G. Nims.



Shown to the left are Lieutenants Cook, Charleston, Bain, Bochinski, Larson.



MAES Theaters and Awards

A total of 18 Medical Air Evacuation Squadrons served overseas with campaign credits and/or unit citations as follows:

801st Sqdn. — Bismarch Archipeligo; Leyte, Luzon, New Guinea, Northern Solomons, Southern Philippines and Western Pacific (ground). Received the Philippine Presidential unit citation for the period 17 October 1944-4 July 1945, GO 47-50.

802nd Sqdn. — Naples-Foggia; Northern Appennines; Po Valley, Rome-Arno; Sicily; Southern France and Tunisia (ground). Received Meritorious Unit Citation for the period 12 March 1943-15 May 1945, Go 147, Hq. 12th Air Force 3 July 1945.

803rd Sqdn. — China Defensive; India-Burma. Received Asiatic Theater Ribbon.

804th Sqdn. — Bismarch Archipeligo; Leyte, Luzon, New Guinea; Western Pacific (ground). Received Meritorious Unit Citation for the period 2 Jan.-25 June, 1945, Go 1813, Hq. Far East Air Forces, 15 Aug., 1945. Received Philippine Presidential Unit citation for the period 17 Oct. 1944-4 July 1945, GO 47-50.

806th Sqdn. — Central Europe, Normandy, Northern France, Rhineland. Received a letter of commendation for its record achievement of evacuating 17,266 patients during the month of April 1945. Commendable also is the fact that 16,997 of these patients were flown directly from front lines. Commendation by Paul L. Williams, Maj. Gen. SA. This is a record and still stands.

807th Sqdn. — Naples-Foggia; Northern Appennines; Po Valley, Rome-Arno; Southern France. Received Meritorious Unit Citation for the period 6 Oct. 1943-15 May 1945. GO 147, Hq. 12th Air Force, 3 July 1945.

810th, 814th and 815th Sqdn. — Ardennes-Alsace; Normandy; Northern France; Rhineland. Each member of the 810th unit was awarded the Air Medal for serving with distinction on dangerous air evac missions in unmarked aircraft in hostile territory.

811th and 813th Sqdns — Ardennes-Alsace; Central Europe, Normandy, Northern France; Rhineland.

816th, 817th, and 818th Sqdn. — Ardennes-Alsace; Central Europe; Normandy; Rhineland.

819th Sqdn. — Central Europe; Normandy; Rhineland.

820th Sqdn. — Leyte; New Guinea; Western Pacific (ground). Received Philippines Presidential Unit Citation for the period 17 Oct. 1944-4 July 1945 GO 47-50.

821st Sqd. — Central Burma (A, B and D flights, Hq only); China Offensive (C flight only); India-Burma.

830th Sqdn — From all indications this squadron was engaged in long range evacuations and is not credited with any one campaign. Received Meritorious Unit Citation for the period 1 May-30 June 1945, Go 26, Hq, ATC, 10 Oct. 1945.

Bivouac in the Kentucky Hills

Who will forget the bivouac and field training in the Kentucky hills.

Off we went from Bowman Field in Army trucks dressed in fatigues, steel helmets and "li'l Abner" boots. When we arrived in the woods, the first order of business was to establish camp. We put up pup tents, put gear in place and were told to dig a latrine in the tarp enclosed area. That completed, orders came down that we were to do the same for the male officers latrine.

A group of nurses were assigned to this honor. Moving single file through the woods with short handled shovels in tow, the nurses arrived at the tarp enclosed area. This open space, sun drenched, hot and dusty awaited the nurses T.L.C. Anyone watching might believe this was a group of G.I.s on a work detail until they took notice of finger nails. All were painted a deep maroon; chosen to match the color of the bands on the summer dress uniforms.

Jean Moore, who always found ironic humor in situations, suggested the trench should be dug inches wider than regulation. We all agreed and an overwide trench was dug. Y sticks were required on which rolls of toilet tissue be hung. Arm lengths were measured, and Eleanor Hoppock was elected to squat and extend her arms. The Y sticks were carefully placed a good six inches beyond her finger tips.

In the meantime it was discovered that one of our nurses was missing. It was Mary Neal who soon returned with a tangled bunch of dusty blackeyed susans, and daisies. She rather petulantly asked if anyone was going to help her with the daisy chain.

We sat, dusty and hot in the unrelenting sunshine carefully tying susan to daisy until the chain was long enough to loop from Y stick to Y stick.

With the rolls of toilet tissue on Y sticks, a final touch was needed. With care, huge tissue bows were tied to each Y stick.

Interesting enough, we never heard a thank you or, for that matter, a reprimand.

Eleanor Hoppock would later be a popular member of the 809th Squadron at Hickam Field, Hawaii. Jean Moore and Mary Neal later became highly visible members of the 812th at Hickam Field.

By Marion Clark Dubbs — 812th MAES



Marion Clark and Jean Moore on bivouac.

Bowman Field Chapel

Located on Tenth Street near General Dargue Boulevard one of the most remembered buildings at Bowman Field during World War Two was the base chapel. As the center of spiritual enlightenment and the location of many wartime marriages, memories of the chapel have left a soft spot in the hearts of many of the men and women stationed at Bowman. Although first constructed in 1942, the Bowman Chapel has had a long and colorful history finally coming to an end in 1989.

In 1940, it was decided by military planners to transform the east side of Louisville, Kentucky's Bowman Field Airport into an Army Air Corps Air Base to be used as a training facility. A massive program went into effect that would see the construction of 124 new buildings. When completed few existing buildings were retained — one being an old farm house used as the base library. During the planning for Bowman Field Air Base, land was set aside for a chapel and on May 6, 1942 contract number W559 eng — 6002 was signed with the James Burton Company of Chicago to construct the building. Construction of the wooden structure went fast and was completed by late summer. Then on August 30, 1942 the very first Sunday service was conducted from the chapel with Chaplain James R. Crowe in charge. During the war years, the chapel became the religious home for all faiths with Protestant, Catholic, and Jewish services sharing the building.

Then of course, there were the many weddings held at the base chapel. Nothing will ever replace the memories of those married at Bowman Field. Visions of couples walking down the aisle between crossed sabers to reach the altar and say, "I do" must long linger in the minds of those in attendance.

With the end of WWII, the need for Bowman Field Air Base with its buildings quickly came to an end. In a few short years, many of the structures were leased to civilians or sold off by the War Assets Administration. The Bowman Chapel was no exception. Luckily, the nearby St. Matthews Methodist Church had out-grown its property and purchased the base chapel for a mere \$1,100. It was decided to move the building intact rather than disassemble it for later reconstruction. During the Winter of 1947-1948, the operation began to move the building about two miles. Nearing its destination, the chapel had to move down a tree lined residential street. Problems abounded because the chapel's width would not allow it to be transported down the street without much work being done.

Residents objected to the building being moved down their street. Eventually a court ruling allowed the chapel to proceed necessitating the removal of signs, utility poles, and the digging up of roots of trees so they could be leaned over to allow the building to pass. Finally the St. Matthews Methodist Church now on Browns Lane, held their first service in their new home on May 23, 1948.

When positioned at its new location the chapel, now church, had its sides bricked over and it remained this way for many years. Now known as Gordon Hall, the building was the main focal point of worship until 1963 when the St. Matthews Methodist Congregation dedicated a new larger sanctuary. Regulated to a fellowship hall the former Bowman Chapel withstood a potentially dangerous lightning strike during a thunderstorm in 1971. The lightning damaged the church tower and steeple and started a fire in the ceiling. Fortunately the fire was put out before any serious damage could be done to its wooden interior. As a result of the lightning damage, the tower was removed at that time.

Finally in January 1989 to make room for a \$1.85 million renovation and building project, the old Bowman Field Chapel fell to the wrecking ball. With this writer in attendance to watch, the chapel came to an end after 47 years of existence. It must be said that the building did not come down easy. It was observed that the wrecking ball often had to make repeated attempts to bring down parts of the structure. In just a few hours on a cloudy, dreary Saturday the chapel was no more, but memories would be bright and alive in those that will always remember it.

By Charles W. Arrington



Bowman Chapel ended up as part of St. Matthew's Methodist Church of Louisville, KY



Evelyn Hill becomes the bride of Robert E. Page July 22, 1944 in the Bowman Field Base Chapel.

To Colonel Close (Nellie)

Colonel Close, we know that you
Played a tremendous part
In building up the A.E.S.
Without a proven chart.

We guess the heartaches that you felt,
The worries that were yours,
The obstacles you overcame,
Your countless, unnamed chores.

We know you are the balance
On which our success lay.
If you hadn't had just what it took,
We'd not be here today.

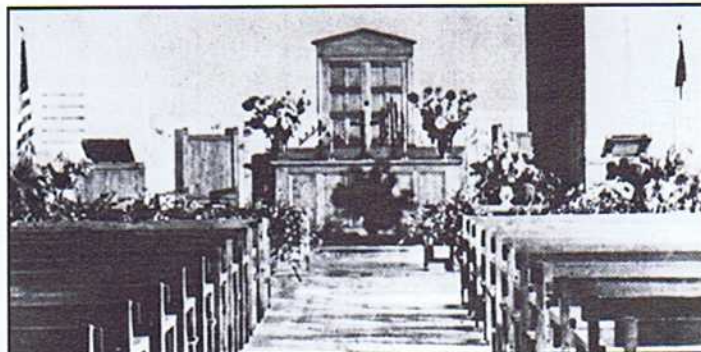
We were given our commissions
On the so-called silver platter.
We shrugged and said "oh wothell!"
They just don't seem to matter.

But as we wear these gilded wings
Proudly on our chests,
We tell the cockeyed world that we
Had to do our bests.

To earn this honor that is ours,
The RIGHT to wear our wings,
You set the standards up so high,
We love the blasted things.

So GREETINGS TO OUR COLONEL!
We drink this toast to you,
And hope you'll suffer no regrets
For anything we'll do!

Phoebe LaMunyan, 819th MAES



Interior view of chapel — scene of many a military wedding.



1st Chaplain, Capt. James R. Crowe March 1943.



Outside view of chapel.

Ode To Squadron Histories

Uncensored, beautiful manuscript of undetermined styles:
Outlet for a thousand woes which make the best souls rife:
Confessor of a thousand sins found in no other file:
I wonder if you realize, you're very much worthwhile!

For any transgression, we make a confession,
Or turn (we hope) subtle accuser.
To right supposed wrongs, we type out our songs
Attempting to crush the abuser.

You're not just a recorder of events, or a hoarder
Of Morning Reports and S.O.S!
You're our steam valve escape to keep us in shape —
Suppress tempers no matter what goes.

You help us coordinate, suppress insubordinates,
Stop court martials "fore they begin."
Though designed for Posterity, it appears with true clarity,
You quiet the present's mad din.

So we stop to salute — take time out enroute,
As we pour forth this latest edition.
We scrawl out this tripe and spread on our gripe
In accordance with army tradition.

By P.H. LaMunyan

History of 801st MAES

The 801st and 802nd MAES were organized in late 1942 at Bowman Fld., Ky. and deployed overseas after a very short course of Air Evac. These two sqdns. were truly the pioneers of Air Evacuation. The 801st with 25 nurses and 75 medical technicians left the states, departing from Camp Stoneman, Ca. 10 Jan. 1943 aboard the Dutch freighter TJISADANE which was converted to a troop carrier. 28 days later, 14 Feb. 1943, it landed at Noumea, New Caledonia in the Pacific. They were stationed at Tontouta with the Univ. of Minn. Sta. Hosp. for rations only.

The 801st MAES which was the original Air Evac Sqdn. was assigned to the 13th AF. During the course of the squadron's life, it had 4 COs: Maj. James E. Crane, MC, Lt. Col. Charles G. Mixer, MC, Maj. Wilbur A. Smith, MC and Capt. Paul R. Cronenwett, MC. The five officers of the outfit flew overseas to New Caledonia in Dec. 1942. The remainder followed later under Lt. C.D. Pack, MAC. Evacuation of patients began from Guadalcanal through New Hebrides. The first American women to set foot on Guadalcanal, New Georgia and many other South Pacific Islands after the war in the Pacific began were flight nurses. Soon after arriving in New Caledonia, the flight nurses began taking over the duties of Air Evac which the 801st flight surgeons had assumed one month earlier in the closing days of the Guadalcanal campaign.

From Jan. 1943 to Oct. 1944, when the squadron left the South Pacific to follow the advance of the tactical units of the Air Force into the Southwest Pacific, the 801st, using 13AF, Navy and Marine Skytrains, evacuated more than 40,000 patients from the forward areas, flying into Hollandia, New Guinea, Morotie, Biak, Philippines, Leyte, Manila, Mindanao and Cebu. Air Evac in the South Pacific reached a peak in March 1944, when the Japanese push was on at Bougainville. In ten days, the 801st evacuated more than 1,800 men to Guadalcanal and Espiritu Santo. As the attack died down in April, the work of the 801st tapered off. It remained at Guadalcanal until Oct. '44, when it moved to Biak Island off western New Guinea, operating there until March 1945, when it moved to Leyte in the Philippines. From Oct. 1944-April 1945, the squadron evacuated nearly 15,000 patients from Allied bases in the Philippines, the Netherlands, East Indies and Palau. In April, a peak of 3,877 was reached. Flight nurses and technicians averaged from 50 to 90 hours per month in the air, with flights averaging from 4 to 8 hrs. flying time in tropical weather fronts which added to the hazards of long over-water hops. To tired and hungry patients, "K" rations and hot coffee were welcome appetizers, even if "K" rations had been their diet for months. Flying fatigue was taking over. Personnel were sent on R and R (rest and recuperation) to Sydney, Australia and Auckland, New Zealand.

During the course of the 801st's tour in the Pacific, three of its personnel were killed in action or missing in action; 1st Lt. Burton A. Hall, MC (the first flight surgeon from the Bowman Fld., Ky. group

to be killed in action), 2nd Lt. Eloise Richardson, flight nurse and T/3 Eugene Barr, technician. The 801st was a very closely knit family unit and each of these losses was deeply felt by all.

Capt. Russell K. Ameter designed a canvas medical kit, complete for their needs. It was light, easy to carry, contained everything necessary for air evac. Capt. DeWitt C. Kissell designed the "Kissell Restrainer" for psychotic patients, a very handy gadget. Capt. Kissell was famous throughout the Southwest Pacific theater for his GI foot powder cure — every hour on the hour for "jungle rot". A remark was made that it was useless to go to the dispensary for anything while Capt. Kissell was there because no matter what one's diagnosis was they were given a can of GI foot powder!

May 1944, the squadron celebrated the second anniversary of the activation of the group. Jan. 1945, the nurses gave a party for the enlisted men who were celebrating their second anniversary overseas. The nurses, who went overseas with them had rotated back to the states and had replacements. The fact that the techs were still in the theater soon came to light and they began rotating back too. The work of the medical technicians and other enlisted personnel was of the highest caliber and the squadron was very proud of them. 1st Lt. Margaret Richey Raffa was the original chief nurse with Capt. Lucy Joplin Wilson replacing her. All flight nurses were returned to the states, after serving 14-16 months overseas, to Bowman Fld., Ky. to attend the School of Air Evac. From there they were assigned to various bases from which they met planes with patients and transported them to hospitals nearest their home. All the nurses received the Air Medal with 4 bronze oak leaf clusters; Presidential Unit Award with oak leaf cluster, Outstanding Unit Award with 2 oak leaf clusters. On 14 Nov. 1944, all 801st personnel received a letter of appreciation for outstanding performance of duty in the combat zone with the South Pacific ATC from 30 June 1944-15 Oct. '44 from Col. A.C. Koonce, U.S.M.C. Techs. received the Air Crew Wings.

The 25 original flight nurses are pictured and listed in the Bowman Book Section of this book.

By Margaret Richey Raffa, Matilda Grinevich, and Samuel Amirato

History of 802nd MAES

On 10 Dec. 1942 the 802nd MAES was activated at Bowman Field, Ky. and was sent to North Africa. It had a complement of five medical officers; with Capt. James Gavin, CO; one M.A.C. Officer; 70 enlisted men and 25 nurses with 2nd Lt. Catherine Grogan as C.N. The original personnel are pictured and listed in the Bowman Book Section.

The next two weeks were spent getting to know one another, issuing supplies, attending classes, immunizations, getting the uniforms in order, making our wills. Our first working uniform would be: Navy blue slacks, navy blouse, overseas cap, tie, white or blue shirt, black shoes with neutral stockings, our wings, gold with the nurse's caduceus superimposed in the center. After reaching North Africa, we made our blouses into the Eisenhower style jackets. Not until June of 1944 did we receive the regulation uniforms.

Dec. 25, 1942, the 802nd left by train for Morrison Fld., Fla. arriving 27 Dec. 1942. Our time was spent in further organization and regimentation, with the rest of the sqdn. joining us there. 21 Jan. 1943. We left by train for Camp Kilmer, NJ, arriving the 23rd at the cold and snowy staging area to await a ship for overseas. Besides waiting, we did hospital duty during a measles epidemic. We ate our meals at the Officer's Club, a mile from our quarters, where something of interest was always going on. Four of our girls met their husbands-to-be while at Kilmer. 7 Feb. 1943, we traveled by train to our ship, the U.S.S. LYON, in the NY harbor. The nurses had two very small staterooms. There was smooth sailing until we reached Gibraltar, where the rough seas made it necessary to serve only "hand" food and use disposable dishes. We had special hours to shower and to eat, with special seating arrangements at meals except when the Captain requested our presence at his table; had air raids drills in the middle of the night and abandon ship drills during the day. After dinner, we stood on deck listening to the airmen harmonizing below, and played cards to pass the time.

Arriving at Mers el Kabir, Oran 21 Feb. 1943, we climbed over the side of the ship to North African soil, were assigned two empty villas and spent the night sleeping on cold hard floors in our bedrolls, eating C and K rations for dinner. Next morning, we were taken to MUD-HILL, a tent city staging area at Assi-le-Meur, the beginning

of outdoor cold showers, latrines, slit trenches, lister bags for water, canteens, stand-up chow lines, mess kits, sleeping on cots with bedrolls and mosquito netting. Our water allowance was one quart for washing purposes per day and one canteenful to drink plus 2 outdoor showers a week. Housed in large ward tents, our time was spent waiting, plus a ten mile hike with full pack, returning with large blisters from ill-fitting high-top GI shoes. One morning while at breakfast, one of the tents had some fire damage due to clothes hanging too close to a candle. Some months later, the sqdn. received a bill for the damages!

3 Mar. 1943 we flew to Maison Blanche, Algiers. Home was an old French barracks building with flowers around it, cold showers, an indoor bathroom, dayroom, double deck bunks and housed four people. A private air raid shelter collapsed before we ever got to use it! Usually at dusk, there were air raids over the bomb run on the Alger's docks and bay. Personnel bombs were dropped on our base at night, thus we were cautioned never to pick up fountain pens, pencils or cigarette lighters.

We were attached to the 51st TCW of the 12th AF. After the invasion of North Africa Nov. 1942, the need to move patients was so critical that Capt. Fred Guilford, a Flight Surgeon in a TCG gave a crash course in the care and handling of litter patients to volunteer medical techs of the TCS. Without authorization or supplies, they brought back patients from the front lines on troop carrier planes that had carried cargo forward. When the 802nd arrived, these techs were transferred to the 802nd and Capt. Guilford replaced Capt. Gavin as our CO. Our nurses were the first flight nurses to fly in a combat area. While the cargo was off-loaded and the plane set up for patients by the tech and crew chief, the nurse assessed her patients. These patients had received first aid and their wounds were not many hours old. When they landed, these patients were taken by ambulance to an Evac or Gen. Hosp. There, they received further care and were either sent home or back to the front.

When scheduled for a mission, we arose at 4 AM, ate breakfast, waited at the airfield for the plane to be loaded with cargo and our name called, would then fly to our designated air field, pick up our patients, care for them enroute, off-load the patients to the waiting ambulances and return to home base. Often we had to RON (remain overnight) to wait for the next day's patient load. Takeoff depended on the hour and how many patients were ready. Our pick-up for patients was the nearest air field to the front. After each invasion, we had fighter escort, depending on the degree of fire power on the ground as we witnessed many dogfights. The air fields were temporary with portable runways made of sections of heavy metal materials. As the air fields were so near the front lines, we could hear the sound of guns during the day and see the flash of gunfire at night. Our doctors and some of the techs were stationed at all the forward and rear areas to coordinate collection and delivery of patients. Our patients were of all nationalities — American, British, Canadians, South Africans, Australians, Indians, Gurkhas, Punjabs, Zouaves, French and German POW's, accompanied by 2 guards.

We carried fruit juices, water and coffee and for longer flights, made spam sandwiches. Frequently we relied on K rations. The Red Cross girls met each flight with coffee and doughnuts, and the British were there with their tea and biscuits. Both welcome sights!

Near Bizerte, North Africa, we picked up a group of German prisoners from a recently captured German hospital. The Germans left in such a hurry they abandoned their patients and equipment, which was of the finest quality.

9 July 1943, we moved on a moment's notice to Ben Auros, Foch Fld., Tunis, North Africa to cover the Sicilian campaign. Our quarters consisted of two old villas with a day room, bathroom with cold water and each room held two bunks. Elizabeth Reilly was our first replacement as one of our nurses was sent home for health reasons. Julia Riley was married here. Air evac of Sicily began on D plus 6 from Ponte Olivio, 12 miles from the enemy lines. Our forward stations moved ahead at the same rapid pace as the front lines. To relieve the hospital situation in the Mateur and Tunisia area, patients were carried back as far as Algiers. We were busy flying almost daily missions, worked hard but morale was high and found time for squadron get togethers on the sandy beaches.

4 Sept. 1943, we moved to Licata, Sicily, remaining there a month living in the Light Keeper's home, a three story house situated next to the Light House, where we watched the fishermen mend their nets and set sail for the catch, reminding us of "Red Sails in the Sunset". While there, the Mayor and his wife invited us for 4 PM tea and cookies. Lena Van Sickle became our second nurse to marry. At

Agrigento, we saw our first and only prison camp. The prisoners were behind barbed wire and seemed interested in seeing us. As was all the country, for it was very unusual here to see women in slacks, our working uniform.

Air Evac from the Salerno Beachhead began 17 Sept. — D plus 7. Italy capitulated and church bells rang, there was joy and dancing in the streets.

30 Sept. 1943, we moved to Palermo, Sicily, lived in a five floor apt. building in the middle of the city. The Red Cross beauty shop was across the street, the electricity often failed and left us with wet hair. Shops were reopening, the Opera House was across the street, our Mess Hall was behind the Opera. The girls would attend the Sunday matinee and at intermission rush to the mess hall for dinner and get back for the final act. The Hurdy Gurdy man and his monkey stopped beneath our windows every day and played our requests. We even had a laundry lady and sent our laundry out in large loads. Once a \$75 load was lost. We had to make special requests home for things we needed and it took quite a long time to replace all that was lost. Another nurse was returned stateside for health reasons and Jean Ackerman joined us. Jo Sansone and Sylvia Van Antwerp were married while here.

We were entertained by Bob Hope and his troupe and met the reporter, Ernie Pyle. Mondello Beach was the site for the sqdn. party. There were beautiful churches in Palermo. The paintings and mosaics reflected the culture and art of the many different countries which had occupied the island over the ages. There were no kneeling benches in any of the churches in Italy.

Ellen Church, Retha Rodgers and Jo Sansone were chosen to transfer to England to coordinate air evac there. Palermo was our longest residence in any one place. Christmas 1943, we celebrated with a party for the sqdn. We were busy covering the Southern Italian Campaign from Palermo. On 30 Dec. 1943, we received a recommendation for the work done in the preceding 10 months in the Tunisian, Sicilian and Italian Campaigns from The Commanding General of the 12th TCC. The occasion coincided with the arrival of the 50,000th patient evacuated by the sqdn.

The 807th Sqdn. arrived in Sicily to help us with evacuations on May 26, 1944. On May 31st, we moved to Naples, Italy. We lived in luxury for 6 weeks in a Baroness' villa located on the Bay of Naples. Mt. Vesuvius was one direction and the Isle of Capri in another. Mt. Vesuvius had erupted earlier in the year; red flames and smoke could be seen for miles, making it very easy to spot Naples. When ships were in the harbor, barrage balloons were over each ship to protect them. The harbor was mined after each air raid. Then it had to be cleared before ship activity could take place.

From Naples, we covered the Salerno Beachhead, Rome and Cassino Campaigns. Some days when the need was great, each plane made several trips a day, getting in and out fast with only one plane allowed to land at a time. One day alone, we evacuated 1000 patients. While in Naples, we received 9 replacements. They were: Jane Wyatt, Emmy Lou Bowen, Barbara Watts, Barbara LeFever, Anne Shanley, Elsie Brennan, Clara Pomphret, Ruth Riley, and Mary Wilson. Leona Idzikowski and Kenneth Benson were married in our villa in Naples.

22 July 1944, we moved to Lido de Roma, 10 miles from Rome, a vacation spot built by Mussolini, a seaside resort. Most of us had an audience with Pope Pious XIIIth, we visited the catacombs, stores were reopening, the Opera House was used for movies, Mass and other religious services. From Lido de Roma, we evacuated patients from the Northern Italian and Southern France Campaigns. Some of us were assigned to TDY at Istres, France near Marseilles, evacuating patients from the Belfort Gap area on the German border. Here we lost our first nurse, Aleda E. Lutz, when the aircraft in which she was flying with 15 patients enroute from Liexeuil to Istres crashed near Lyon, France. "Lutzie" was loved by all and her death was a great loss to us. Most of our nurses had rotated back to the states being replaced by: Marion Arthur, Bernice Creighton, Eve and Olga Romanovich, Anne Murphy and Billie Burke.

Siena, Italy was our last working station. It was a beautiful old walled city built on a hill in a country setting with green grass and fields. We lived in an apt. house again and remained here until May 8, 1945, the end of the war in Europe. Elsie Brennan was married while here. When the war was over, there was continuous celebrations. We were restricted to quarters for our own safety. Maj. Guilford and Jean Ackerman rotated back to the states and were later married. Capt. Holt became our CO. Our Chief nurse remained until Aug. 1945 at which time the 802nd and 807nd became one unit.

History of 803rd MAES

Air Evacuation in China-Burma-India Theater

We flew back to the states in a C-54 with only three engines running half of the time. The Statue of Liberty was a welcome sight! We arrived at Fort Totten on May 28th, were given leave and later discharged.

In addition to the names of the enlisted men in the 802nd in the Bowman Field Book, the pioneers, who set up air evac in North Africa and joined the sqdn. in North Africa should be mentioned: Vito Tursi, Joseph Vita, Louis Palazzo, Arnold Bergman, Benjamin Brodow, John Matrise, Earl Crowell, Bill Kuryer and George Oltean. They were a valued addition to our group. Sgt. Jack Hornsby was the medical tech from our sqdn. who was with the 807th group that was forced down in Albania — he later returned to the sqdn.

By Dec. 1943, the 802nd had evacuated 50,000 patients, by Nov. 1944, 107,000 and by 31 Mar. 1945, with a month to go before the end of the war, we evacuated 115,729 patients. All of the nurses received the Air Medal with ten receiving the Air Medal with 4 Oak Leaf Clusters and 10 battle stars on the Theater Ribbon.

By Clara Morrey Murphy, Dottie Lonergan Jouvenat, Harold Carter, John Matrise, Catherine Laver, Charles Bybee, Leona Benson, Anne Wilson, Barb Clay, Jane Faulkner and Vito Tursi — much of this is from memory.

A Poem To Flight Nurses "The Fighting Air Evac"

From the sandy shores of Africa, to the hills of Sicily,
The Air Evac has flown, to promote liberty.
When the roar of Italy's guns grew dim,
And to France the battle roared,
The Air Evac was there to help,
Saving the wounded by the score.

So here's a tribute to those gallant souls
And things they just deserve.
And a prayer for those who fell in flames,
For their courage and nerve.
Then when all is over, over here,
And those promised lands we see.
Don't forget the fighting Air Evac,
And the angels of mercy.

By Sgt. John Matrise, 802nd MAES

The 803rd Air Evacuation Sqdn. was activated at Bowman Field, KY in early 1943. It was among the first group of squadrons formed. It sailed to India on the troopship George Washington in the fall of 1943 and set up headquarters at Chabua in Assam. It was under the command of Major Morris Kaplan, who also was attached to Gen. Stilwell's staff as Theater Air Evacuation Officer. The 803rd was given the responsibility of all air evacuation within the entire theater. The busiest period for the 803rd was the spring and summer of 1944 when the Japs were being driven out of Northern Burma for the building of the Burma Road which was climaxed by the capture and occupation of Myitkyina. During this period, several air evacuation planes were each making several daily round trips to the front line airstrips in Burma. At this same time, some of the 803rd people were in China attached to the 14th Air Force and making air evacuation flights wholly within China. A few were in Calcutta operating air evacuation flights out of Dum Dum. The Hump flights, Assam Valley and Karachi flights were also being maintained at this time. Flying personnel rotated on all of the assignments.

The only casualties suffered by the 803rd were when 3 of its members were wounded when they were strafed by a Japanese aircraft as they were loading wounded onto the plane at the Myitkyina airstrip. A litter patient being loaded onto the plane was killed by the strafing. The 803rd had 2 crash landings that required "walk outs". There were emergency rescue missions, several which were under very hazardous conditions, 1 bail-out over China and numerous close calls. In summary the 803rd had a memorable record.

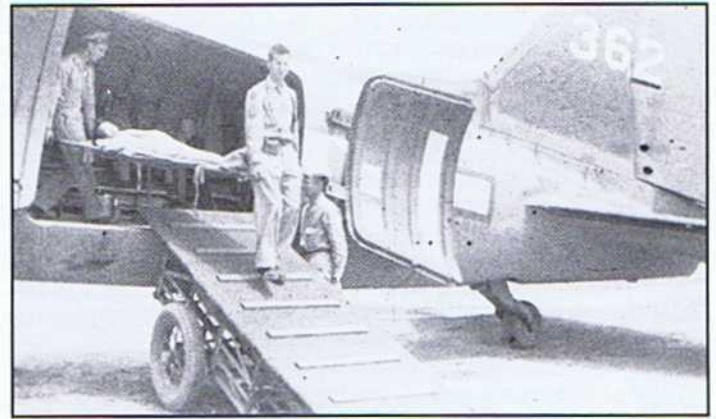
In the fall of 1944, the 821st Air Evacuation Sqdn. arrived in CBI to assist the 803rd. It established its headquarters at Ledo. Under the combined operation, the 821st took over the Burma operation and the 803rd continued to be responsible for the China, Hump and trans India air evacuation requirements.

At about this same time some members of the 803rd began rotating back to the states. By 1945, the air evacuation requirements throughout the theater had dropped considerably and the dual squadron operation had a lighter work load than anticipated.

By Clifford Emling



802nd MAES North Africa C. in five types of gear.



C. Emling, 803rd Tech. unloading wounded at Ledo.



802nd Medical Squadron — Air Evacuation Transport — Morrison Field, Florida, Jan. 6th, 1943.



803rd MAES plane — 1944 Kunming China on "Hump Run." Red Cross markings were removed as plane doubled as supply plane.

History of 804th MAES

Summary. The first Air Evacuation Squadron to be sent to the SWPA. The concept of rapid air evacuation of wounded from the front lines was new to the USASOS (US Army Service of Supply). Their first reaction was to break up the unit and assign its personnel to ground medical units. In fact, our nurses were reassigned to a station hospital for a few nervous weeks.

We spend 80 days in Australia, battling the USASOS and preaching the principles of Air Evacuation. October 1943 was the month in which we were at last reassigned to the 5th Air Force and our nurses rejoined the unit.

From there it was routine that for every new island campaign, we had to reinvent the SOP for Air Evacuation with the local ground forces. Were it not for the dedication of Captains Boileau and Snyder, who carried this burden into the front lines, we would not have succeeded as we did. Our nurses were remarkable in their tenacity and desire to do their mission in the face of repeated "subuse" of training.

The 804th was activated at Bowman Field, Kentucky, Dec. 10, 1942, departed Bowman Field 9 May 1943.

We staged at Camp Shanks, N.Y. in 3 days and were equipped with Arctic gear — to fool the enemy!

Boarded the "Uruguay" 14 May, landing at Brisbane, Australia 14 June. We had no escort but zigged and zagged until we came out of the Panama Canal into the Pacific. There we picked up a destroyer and several nights out almost collided with it.

We staged at Camp Dombben, one of the better race tracks in Brisbane and were assigned to USASOS (US Army Service of Supply) rather than the Air Force. Our nurses were sent to "Sans Souci" — a Red Cross R&R area in Southport on the coast south of Brisbane, with the male officers rotating there every two days to brief them on developments.

30 August 1943 we departed Australia minus Capt. Boileau and his flight who were sent to Townsville, arriving Port Moresby on 11 September. On 22 September Capt. Snyder's flight went to Dobodura and on 4 October Capt. Wiedeman's to Nadzab. It would be Christmas 1943 before our nurses would be allowed to join us at Port Moresby.

From Nadzab we started accompanying C-47 cargo runs in support of the Australians who were fighting up the Ramu and Markham valleys. Communications were not available and primitive methods were used. A red flag on a pole by the Dumpu, Gusap or Kaipit airstrips meant patients were awaiting and our C-47 would land after discharging its cargo in the forward area. The Medical Techs were on board regardless and always happier when they had to look after patients rather than have a dry run.

The Australian 7th Division fought up the Markham Valley while the 9th fought around Finschafen. We positioned our flights of usually 1 flight surgeon and 3 to 5 technicians wherever the Troop Carriers were loading supplies to carry to the troops. Malaria and later typhus were the causative agents of Australian evacuees.

One of the most challenging problems we encountered was the handling of psychotics under restraints and crossing the Owen Stanley Range at 14 to 15,000 feet. We devised an oxygen system using low pressure G type O2 bottles with an A-13 regulator and the universal gas mask. A full plane load of restrained litter patients was

an awesome task even though they were sedated. Port Moresby to Brisbane was 1300 miles and took just over 8 hours. The nurses and techs were exhausted when they arrived in Brisbane.

In March, the 820th with 25 new nurses arrived at Port Moresby and Capt. Crumay, one of our flight leaders, left us to assume command.

By April we were headquartered at Nadzab, Papuan New Guinea, with Captain Boileau's flight of nurses and techs handling the Finschafen evacuation and Capt. Snyder and five techs at Port Moresby handling the arriving patients and flying with the recently arrived 820th nurses for training.

For a short period we were obliged to use B-17s modified to carry twenty litter cases because fighter cover could not be spared to accompany the C-47s flying into Momote. When we were flying up the Ramu Valley, we were always at tree top level and close to the sides of the hills so that the Zeros could not get to us without running into the mountain. We also had high level fighter cover when available.

March 1944 saw the final preparations for the RAAF Air Evacuation Squadron which had been in planning stages since October 1943. Two officers, fifteen "sisters" (nurses) and 35 enlisted were to be assigned to us for operational control and training.

March also broached the subject of Air Evacuation direct to the US. Reality occurred on 30 April when a patient accompanied by our Chief Nurse, Mary Kerr, was flown from Brisbane to the US.

This same month our technicians were finally designated as flying crew and made eligible for combat awards. The first so recognized were T/3 Lowell Deas, Eugene Donohoe, Bert Drummond, Harry Littleton, Elgin Mortenson, Herman Patnaude, Norbert Piffner, Nicholas Oleyar, Lloyd Fry and posthumously to Ralph Mowry.

April . . . Hooray! We finally have communications within troop carrier. Still to be worked out is the problem of liaison with ground troops. Last month two of our officers with 3 enlisted each went in with the infantry and proved the value of being there early to coordinate air evacuation.

May — Capt. Snyder and Capt. Boileau went in with the major assault forces at Tadjji and Aitape respectfully. Once again, they found ground forces medical personnel unaware of the potential of Air Evacuation. However, after contact and explanation, they were welcomed with open arms. For the first time much medical intelligence was lost due to "souvenir hunters" who destroyed medical records and log books in Japanese medical facilities while looking for something to carry off. On the 15th of May, we celebrated our second year overseas. 1st Lt. Quarantiello, ever the supply officer par excellence, managed to find enough "spirits fermenti" to do the occasion justice. Return of our litters, blankets, etc., continued to be a big problem. Two of our nurses, 2nd Lt. Adelaide England and Leona Lund were awarded Air Medals, while T/3s Piffner and Sims received their first cluster. Noteworthy news was made by NBC which reported the landing of our nurses on a strip only recently conquered and made ready for C-47s.

June — Our crew of Major Miller, Lt. Dial and T/3 Ramsey are injured in a C-47 which crash landed on a small island of Port Moresby when weather forced it down. The 18 psychotic patients on board were not injured nor was the aircrew. Our team had braced themselves against the cargo door which flew open on impact with the coconut trees and they were thrown out and injured.

Biak. A strange operation where we were given a camp site to clear and make liveable even though it was beyond the infantry perimeter. However our enlisted personnel did their usual "over and above" and we set-up camp. The first night we shot two Japanese soldiers who were approaching the camp along a single trail. At daylight we found them with grenades in the waist bands. After two more nights of similar activity, the infantry was moved out beyond our camp. It was while there we were told that our Commander, Major Miller, Lt. Dial and T/3 Ramsey, all injured in a plane crash last month were to be returned to the States. Capt. Wiedeman was the senior officer and took command. The Australian Squadron now took over all evacuation from Nadzab.

November. It seemed that we were forever trying to get Air Evacuation personnel into the newly opened strips, be they 804th, 820th or 801st. The Philippine invasion was next and in spite of all our efforts, not one single Air Evacuation person got to the first open airstrip via planning. Capt. Boileau made it by dint of personal effort and desire to see the wounded properly evacuated. Our nurses were denied entry into Leyte even though Army nurses were on the ground with the 36th Evacuation Hospital. The desperate need for a theater Air Evacuation officer and staff was again pointed out to

the authorities but nothing ensued even though the Air Surgeon, Maj. Gen. David Grant came through and was briefed on our problems. He did say he would get a rotation started for nurses. Alas, this was not done either and we continued to rely on the diagnosis of "Combat Fatigue" to get them home. The morale of our nurses dropped to the very lowest point when they were not allowed to participate in the Leyte invasion. They saw little hope for a role in Air Evacuation. (WACS were being flown into Leyte for clerical work.)

December. A break finally. Our nurses were allowed as far forward as Peliliu and later in the month 820th nurses were sent to Leyte. On 11 December, Capt. Wiedeman received notice of his promotion to Major effective from 13 November. Christmas on Biak was celebrated with turkey and a Christmas tree made out of palm fronds.

1945 — January. Nurses are going home and replacements are coming. Even our technicians are being rotated. A sudden order to move to Mindoro within 24 hours omitted our nurses. We decided to misunderstand that paragraph and we all went together. A sad occasion on the 25th of January was the loss of Sergeant Robert Oliver, who was flying with an 820th nurse from Peliliu to Leyte and never made it. The male replacements were not trained in Air Evacuation and this added an unneeded task to our very busy crews.

February. A month of great confusion. Patients were being flown within the Philippines and out of the islands. And three agencies were sticking their noses into our business. (The Surgeon's Office of the 308th Bomb Wing, the Operations officers of the 3rd Air Commando Group, and the CO of the 135th Medical Group.) We had a meeting and were able to get them to mind their own business and let us do ours. Capt. Boileau was everywhere this month and even was helping the surgeons of the 7th Portable Surgical Hospital in the OR. We went into Manila landing on Dewey Boulevard with one wheel on each side of the median since the street was too narrow to accommodate both wheels. By the end of February only Capt. Kerr, our Chief Nurse, remained. All the others had rotated!

We had two near misses when our transport received small arms fire; Capt. McLennan was under fire by a Japanese machine gun and spent a very wakeful night.

March. We moved again to Fort Stotsenburg on Luzon. A second tragic accident and we lost 2nd Lt. Beatrice Memler and Tec/3 John Hudson, plus 28 patients. The C-46 disappeared from Mindoro to Leyte in a thunderstorm. To add to these losses, the 820th also suffered the loss of a plane load of patients and medical crew. March is the worst month we have ever had in the history of Air Evacuation.

Our camp was located in the former stables of the Fort and was eventually developed into a very pleasant "home".

Infectious hepatitis was almost epidemic in some units. Venereal diseases are appearing in greater numbers. Our first case of spontaneous pneumothorax in flight occurred this month and caused the transport to immediately get back on the ground.

16 replacement nurses were gratefully greeted and we are now almost up to our T/O&E.

We evacuated 9 Belgian nuns who had been interred by the Japanese at Baguio. All suffered from malnutrition, avitaminosis, intestinal disease and some from wounds. Their joy at being released was reward for all.

May-June. Capt. Snyder leaves to take over the 820th. We have been together for 30 months and will miss him. Only 3 of the six original male officers remain, Lt. Quarantiello, Capt. Boileau and Major Wiedeman.

A living legend, T/Sgt. McKee rotated home. He was assigned at activation of the squadron. A former railroad employee, "Mac" would type a morning report listing all our personnel with serial numbers without referring to documents. "Mac" never missed a day, did all our typing and I shall never forget him as he sat smoking his pipe and wiping the sweat off his forehead and bald pate with toilet paper. No Kleenex then.

July. A new Acting Chief Nurse is appointed, 1st Lt. Mary L. Wiggins, Reg. Army. Very experienced and a charming personality. Air Medals were awarded to the medical crew who made the flight to Leyte with the Marine Corporal (see incidents). Two crashes this month on poor strips but, thank goodness, no one was hurt. We evacuated 1040 hepatitis cases, 583 dermatitis and 569 psychoses. Only 929 cases of battle injury. We are told that Okinawa is to be our next camp site.

August-September. We are on a muddy, slippery hillside overlooking Motobu Air field on Okinawa. Snakes abound. One of our nurse's dog was killed by a snake. The ubiquitous SNAFU arose

again. The 820th was forced to move from Yontan to Motobu from where the C-46s were to fly. But they did not. Instead they flew out of Kadena. So our crews were shuttled to Kadena and back. Nurses and techs were forced to wait 8 to 10 hours before leaving Kadena; flying at night they would not get back until the next morning. The flight lasted 11 hours and though tired, all our personnel came through with flying colors.

Noteworthy was the evacuation of 1100 plus RAMPS from Japan during 2 days on 5 and 6 September. Another evacuation out of Kyushu was to be for a few hundred POWs but some 11,000 were found scattered throughout some 30 camps. Four hundred were seriously ill, another 400 too ill to move by air. Water shipment was arranged by our personnel.

On the 13th of September we were moved to Tachikawa, Japan and immediately began to lose our personnel to stateside rotation. In fact, we lost 33 out of 44 and had to put the nurses to doing administration. "Big John" Quarantiello our MAC was the first male officer to leave on the 21st. He had been with us since Bowman Field and was the best supply man ever.

On the 27th the Squadron received the "Meritorious Achievement Plaque". By regulation only those assigned at the time of presentation could wear the sleeve insignia. Pity! Those who earned it have been reassigned.

The 804th Squadron under strength and the 820th suffering the same will probably be deactivated and a new unit combined with the 801st will be created. The 804th can be justly proud of its war effort and caring for 96,000 patients evacuated by air.

The Squadron was awarded:

- 52 Air Medals
- 13 Oak Leaf Clusters
- 1 Bronze Star

March 5, 1945 Lt. Gerda Mulack of Newburgh, NY and T/3 Ralph Mowry of Bellefontaine, Ohio started on a routine trip from Nadzab to Saidor. They stopped at Finachafen, loaded supplies and took off, encountering bad weather. They asked permission to land which was granted and that was the last heard or seen of them.

March 12, 1945 2nd Lt. Beatrice Memler and T/3 John Hudson plus 28 pts. disappeared when their C-46 encountered a thunderstorm enroute from Mindoro to Leyte.

January 1945 Sgt. Robert Oliver was helping the 820th and was flying with another tech and nurse from Peliliu to Leyte. They were never seen again.

By Geoffrey P. Wiedeman, M.D.



804th MAES — First into Hollandia. Front Row, L-R: Woodie Ray, Rosemary Thompson, Clyde Richardson, Dorothy Fields. Back Row, L-R: Charles McMullen, Thomas Duesing, Elgin Mortensen, Vernon Thorson.

Emergency Evacuation From Chimbu Valley

March 30, 1944 as we were eating dinner, an emergency call came in for an evac team to go to Dumpu. Capt. Fried, Fl. Surg., escorted me on the flight. We collected a medical chest, blood plasma, oxygen tank, water and took off for Dumpu, which is a 50 min-

ute flight. There we learned our patient was at Kirawagi. This was a native village approximately 150 miles away and out of bounds to army personnel unless granted permission to enter from the Australian-New Guinea Adm. Unit.

Once more, we were airborne, the weather was not good with clouds filling the valleys rapidly. The grass strip was sighted and it was just long enough for takeoff and landing of the C-47. As the engines died, the crew chief opened the plane door and I started down the steps. The sight before my eyes held me spellbound. The entire population of the village had come to watch the airplane land.

As I reached the bottom step, the native women realized I was also a woman. They began to chatter with delight, knelt on the ground, and clutched at my feet and legs. My bright red fingernail polish threw them into a frenzy and their voices reached a crescendo. As we walked toward the small wooden cottage where my patient was, I stared rudely at the colorful scenes about me. The male natives' faces were all painted in various colors. Each had a large hole through his nose and ears. Nose decorations consisted of bone, brightly colored wood, shells of every size and shape. The nose that really caught my eye was the one strung with old fashioned underwear buttons. All the men carried beautiful hand carved spears. Some carried hand hewn, polished rock axes. Their most prized possessions were strung about their necks. Opposum fur six inches wide was worn around the ankles and wrists. The headdress was individualistic, all unusual creations.

Cpl. William, of the Australian Army, gave us a run-down on the natives. These natives were head hunters less than ten years past. The village activities were now under the supervision of the Australian Army. A Lutheran missionary, his wife and baby, had lived in the village for five years; but were evacuated at the beginning of the war. I was the first white woman these natives had seen in three years.

We found the patient lying on a four foot wide, six foot long native litter made from three inch tree branches; covered with a large sheet of tin and the middle cut out. The patient was lying on a bright red feather ticking. A native house boy was casually brushing the flies away with a palm leaf. Cpl. Church, USAF, was a mechanic, who was flying in a Fairchild to an isolated air strip to do some work on a grounded plane. It was in bad weather and the plane in which he was a passenger crashed into one of the peaks of the Owen Stanley Mountain Range. The pilot was unhurt; however, Cpl. Church sustained a back injury. The pilot managed to pull him to safety before the plane exploded and burned. The pilot walked to the nearest village, Kirawagi. The natives brought the litter and it took five days to evacuate him back to the village. He was very nauseated and could not tolerate fluids or solids. Becoming alarmed, the natives forced him to eat a banana.

It was while 250 cc's of blood plasma was running in that I learned of the accident. Following the plasma, we proceeded to leave the village. We flew on instruments for 1 and a half hours before the pilot decided we would have to return to Kirawagi for the night. This is where my experience in bedside nursing came in hand. We started out with sips of water, disposed of a five day old beard, sponge bath and alcohol rub, brushed his teeth.

The patient was clean and comfortable but a temperature reading showed he was spiking a fever. A discussion with the flight surgeon ensued and a regime of quinine was given. Slowly, the fever began to drop.

Hunger overtook us and we began to investigate the food situation. To our surprise, they had well cultivated vegetable gardens, orchards, chickens, horses and a herd of cows. Cpl. Church dined on fresh strawberries and thick cream. The crew chief and the native house boys prepared us a meal such as we had not seen in over a year. We sat down to a table laden with sweet corn, tomatoes, sweet potatoes, fresh green beans, strawberries, oranges and lemons and cream for our coffee.

Capt. Fried offered to sit with the patient during the night. His bed consisted of a baby's crib mattress on the floor next to the litter. We were at 5,500 feet above sea level and it gets cold at night. I slept in my flight suit covered with three blankets.

Once the lights were out, the rats scurried out of their various holes and began a busy, noisy night scampering about, dragging objects, gnawing and shrieking.

Morning came, cold and clear. The patient had rested well with the aid of a sedative and his temperature reading was down. Once more, he was loaded onto the plane for the ride back to civilization.

As a farewell gift, I was given three perfectly carved arrows, a huge bouquet of roses, a sack of lemons and a sack of peanuts. Capt. Fried was the proud owner of a large sack of sweet corn.

A doctor awaited the plane to escort the patient to a medical facility. His general condition was better and he had had no complaints in flight. Just a routine mission!

Dorothy E. Rice, 804th MAES

Evacuating an Aussie

It was late afternoon on March 18, 1944, when a Capt. of the Australian medical corps came to my tent. He wondered if it would be possible to move a seriously ill patient to Port Moresby that day. The patient was of the Australian Army and had been diagnosed as an "Acute Ascending Paralysis" which had begun to involve the diaphragm. The nearest respirator was at Moresby and the next day might be too late.

Just then, a lone transport plane came sneaking in for the night. Here was a plane ready to go. We asked the pilot, Charles F. Ward of Indian River, Mich., if he would make the flight and he readily agreed to do so. It would be at least 30 minutes before the patient reached the airstrip, giving the medical team time to load the oxygen equipment and medical chest. The patient was a middle aged Aussie, anxious, breathing rapidly and was restless. He had a complete paralysis of the legs with no evidence of any motor control, plus a tem. 99.6 P96 R 24. As we took off, the last bit of daylight was disappearing. We climbed to 2,000 feet and the patient was rational and cooperative. When we reached 5,000 feet, the patient became restless and complained of pain in his left arm, breathing was rapid and there was evidence of early cyanosis, his mouth was dry, requiring small amounts of water. Pulse was 100 and resp. was 28.

Oxygen was applied and his condition improved. By the time we reached 8,000 feet, oxygen was given almost continually. Just removing his mask to give him water caused a twitching of the left face with some muscle lag; he had some difficulty swallowing and complained of numbness in the left arm. Above the steady drone of the motors, there was an occasional question from the crew as to the patient's condition and they also kept me informed of altitude variations.

At this time, the patient was so restless the mask had to be removed at intervals, the TPR was 100-110-30. His lower extremities became very cold and were wrapped in blankets.

The altitude was dropping and we came feeling our way through the darkness and saw the welcome lights of Port Moresby. The pilot brought the plane down slowly, circling above the lighted strip. The plane came in for a smooth landing, and we were met by an ambulance and one of our own Flight Surgeons. The patient's condition on arrival was good, his TPR 100-94-22. The flight had been a routine operation for air evacuation in New Guinea!

Capt. Thornton I. Boileau, 804th MAES

Incident of 804th MAES

10 June 1944, Maj. Miller, C.O., Lt. Dial and T/3 Ramsey were flying a load of psychotic patients to Milne Bay in the SWPA. The weather was bad and the plane could not land. Heading toward Port Moresby, one of the engines failed and they flew on one engine. The weather at Moresby was too bad to allow a landing — a crash landing was inevitable. They flew on for an hour.

During this hour, Lt. Dial and Sgt. Ramsey continued their nursing care, preparing at the same time for a crash landing. They continued their duties in a very calm manner, securing the litters and placing the ambulatory patients in a safe spot. Finally, the plane landed on a tiny Fisherman's Island above Port Moresby.

On landing, all three medical personnel were thrown clear of the plane sustaining serious injuries. Maj. Miller had 3 ribs fractured with a punctured right lung. Lt. Dial received a nasty fracture of the upper third of the right humerus with a separation of the frontozygomatic suture with severe lacerations. T/3 Ramsey had a compression fracture of the 1st and 2nd lumbar vertebral bodies with temporary paralysis of his lower extremities and loss of sphincter control. This paralysis left in 2 days.

They were evacuated to Townsville where Lt. Dial had an open reduction of her fracture and Ramsey was maintained in a hyperten-

sion cast. Maj. Miller required oxygen, blood transfusions and extended nursing care and hospitalization. They were all three evacuated back to the states when their conditions stabilized.

Lt. Dial was awarded the DFC and the Purple Heart for her bravery and dedication to duty when she disregarded her own injuries to direct the removal of her 18 patients from the plane when it crashed.



R-L: Flight Nurses Thelma LeFave (MIA), Leona Lund, Edith Roe, Laurel LaLatin.

Incidents — 804th MAES

A call from Wing Ops. Two fighter pilots have crashed at Terapo, a Catholic Mission up on the West Coast of New Guinea. One said to be severely injured.

The C-47 took 45 minutes to get there. The strip was 2300 feet long, marginal for the C-47. However, a wrecked P-47 lay in the middle of the strip 300 feet from the end. At the other end of the strip, now 2000 feet, was an intact P-47 pulled over to the edge about 100 yards from the end. Another 300 feet of marginal use but, due to the skill of the pilot, used. He landed with the left wing of the C-47 completely off the runway. The injured pilot had a crushed left antrum and cuts and bruises. The return flight was concluded as darkness fell, without incident.

January 1945

We were given a rice paddy as a camp site just behind a big sugar mill. The runway for P-47s was perpendicular to the mill and as they cleared the mill they passed over our area. The ground was always very soft and after one heavy rain we were ankle deep in water throughout the camp.

One morning we heard a P-47 back firing as it was taking off over the mill, we saw it barely clear the building and as it passed over us it released a 500 lb. bomb in order to gain altitude. The bomb landed in the middle of our camp, buried itself halfway while we all tried to do the same. After hugging the ground for what seemed an eternity we decided it was not going to burst and called the P-47 base. We were told we should not have worried because it takes more than a few feet for the fuse to be set!

March 1945

We were asked to move a Marine Corporal who had developed bulbar involvement with his poliomyelitis and had been receiving artificial respiration for over 24 hours. Bad weather at our destination on Leyte was turning transports away but a volunteer crew from the 57th T.C. Squadron responded. Lt. Mary Wiggins, Tec/3s McMullen, Lander and Oleyar and Corporal De Simone were the medical attendants. They placed the patient on a sheet of plywood and rocked him as on a see-saw using the motion of his abdominal contents to create artificial breathing. O₂ was administered continuously. He made it but died the next day in the "iron lung". All members of the flying crew were recommended for the Bronze Star.

July 1945

Late evening the nurses were startled by an exchange of shots. Grabbing their 45s and 38s they prepared for the worst. But the Philippino guard who had been jumped by a Japanese in GI clothing was able to fire his M-1 as the Japanese fired his luger. He lost the fight. The girls felt they had received their baptism of fire.

By Capt. Snyder, 804 MAES

History of 806th MAES (on the Occasion of our 25th Anniversary)

In writing this brief history for this illustrious occasion, I have been confronted with statistics and memories, and the realization that in order to make this a short story, some things will inevitably be left out. However, I have tried to recapture the essence of what was, to us, an education and a most memorable experience.

During December of 1942 while battles raged in North Africa, Guadalcanal, and Stalingrad, nurses from all over the United States began to arrive at Bowman Field, Kentucky to form the First Flight Nurses' Training School. After six weeks of training, the first graduation exercises were held on 18 February 1943. Brig. Gen. David Grant, First Air Surgeon, gave the main address and awarded to Lt. Jerry Dishroon a pair of gold wings for maintaining the highest average during the course of study. (Though it seemed to me every time I looked at Jerry, she was taking a nap!).

The succeeding months were spent in more classroom instruction, marching and drilling (the weather being no deterrent), flying time, practical experience in plane loading and gas mask drills. We also had several bivouacs and went on maneuvers to Fort Bragg and Pope Field.

On July 5, 1943, the 806th left Bowman by train for Camp Shanks, New York, our port of embarkation for England. Forty-eight hours before we were to board the ship, the Army with its usual foresight suddenly issued us the new O.D. uniforms. Sizes were first-come-first-served, and there was a lot of frantic sewing and pinning in order to leave fully clothed and not too baggy. Jerry Dishroon never did find a belt for her raincoat and drove Miss Dunnam crazy for the next two years!

On the night of the 16th of July we went aboard the S.S. Thomas H. Barry, and early the next a.m., sailed for England — and adventure!! The boat trip, as I remember it was notable for several things besides being our first trip across the Atlantic — wonderful food, Lulu Chaloupka's porthole tan, "Mrs. Murphy-Tub 10," listening to rumors about submarines, learning shillings, pounds and pence and only one nighttime boat drill.

Early on the morning of the 27th, we landed at Liverpool and later left for Newbury and Welford Park. Being at Welford was memorable for several things — that wonderful English countryside, double summertime when it stayed light till 7 p.m., our telephone code making us known as the "Gladstone Bags," trying to get those black boards up, marching to the mess hall, the RAF Mess, Gudobba's birthday cakes, learning to ride those English bikes with the handbrakes. We also had early morning calisthenics which were received favorably by everyone! After three months, we left Welford for Nottingham and Langar — where we again established residence in the local Nissen huts. These lovely domiciles were noted for their lack of insulation, lack of heat, lack of comfort and plenty of air conditioning. Also, when it rained and the wind blew from a certain direction, they had a tendency to become flooded. I remember awakening one morning and seeing Dolly Vinsant's cot completely surrounded by water, with her shoes floating sadly alongside. There was also an awful lot of mud, Gudobba's garden, and our first encounter with the Asiatic Water Closet.

In early November, the 806th made its first history — Lt. Jean K. Bartholomew and a surgical technician evacuated twelve patients from the ETO to the United States. This was the first transatlantic Medical Air Evacuation from the ETO. Also during December, 218 patients were evacuated from North Ireland to England, and this was the first organized mass evacuation of patients in the United Kingdom. In January, we evacuated 513 patients in some of the worst weather of the year.

All the while, of course, we were continuing to learn things — how to set up pup tents in the snow (Major Jordan's idea!), how to get coke to burn, lessons in English history, classes in emergency ditching procedures over at Coresmore, how to get a good night's

sleep on biscuits and bolsters, and how to catch the train to London before our 48-hour pass actually started and how to get back at the last minute — Dolly Vinsant made a science of this!

All of us during our tour so far had been constantly reminded of our need to prove Air Evac. It was really a pioneering job we were doing and along with a squadron in Africa and one in the Pacific, we were establishing a new concept of medical history. The problems which we had studied in theory, and some no one ever mentioned, were now to be faced in reality and by each as an individual.

Air Evac is so completely accepted today and so vital a part of good medical care that it is difficult to believe its value was ever doubted, but as we all knew — it was. And we were among the Early Birds!

Our greatest opportunity came after D-Day and in the months of war that followed while stationed at Grove with the 31st Air Transport Group. On 11 June 1944, Lt. Grace E. Dunnam made the first authorized evac trip to Omaha Beach and brought back 18 litter patients.

Then during June, July, and August, with the 31st, we evacuated 20,142 patients and received two letters of commendation from Wing Headquarters for this.



806th Flight Nurses Jean Bartholomew and Wilma Vinsant on D.S. to 100th BG.

Our adventures in Scotland began next. We moved to Ayr on the 28th of August and began transatlantic flights from Prestwick in C-54's with the ATC — to Iceland, Newfoundland, Labrador and the Azores. As usual, we took advantage of our new location and visited Edinburgh and Glasgow and enjoyed the hospitality and friendliness of the people of Ayr.

Then 5 December was our first permanent move to France — to Orly — and who among us can forget that lovely building we fell heir to! It had everything — except heat, hot water and window panes. (The warmest place was outside in the snow). On the 7th of December 1944 Lt. Flo E. Twidale and T/3 David Winston made the first evac of American wounded from the continent for a transatlantic flight — the plane was a C-54 and there were 16 litter patients. During the months of December and January with ATC, 4,928 patients were evacuated. Many of these flights were to the Azores, where we enjoyed the warm weather and hot water and got our washing and bathing done. While back at Orly, on our days off, we volunteered to work at the 1st General Hospital in Paris. We also kept our bags packed since the Germans had begun the Ardennes offensive and had hopes of being in Paris by Christmas. A common sight at that time were the individual German paratroopers who landed near Orly and were captured — none, however, by the 806th! A short move occurred in January. We moved from Orly back to Welford and as soon as it was certain that we had all our Class A's in the cleaners, and all the electrical appliances had been converted back to English current, we got orders to move back to France.

This move made necessary our tenth traditional "Mood to Move" Ceremony — a toast to mobility and mellow friendship. Strictly a squadron affair attended by all the faithful, it was carried on (and on!) with great dignity and solemnity — with a small libation from time to time! This was followed by the writing of the Round Robin letter to some lucky guy who usually spent the next few days trying to read it.

During our stay at Melun and later Villacoublay, France, in the months of 1945, there was much hard work and many changes. A short tour of duty with a tent hospital near Le Mans preceded our real work, and after the Rhine paradrop in March, we began the Germany to France flights with the 436th T.C. Group — following General Patton and the Third Army in their sweep across Europe.

In April 1945, the 806th set a world-wide record, which still stands, by evacuating 17,287 patients during that one month. This was more patients than had ever been evacuated in one month by any squadron in any Theatre of Operation. We received a letter of commendation from Major General Paul Williams of the Ninth Troop Carrier Command for this effort. And to tell the truth, I think we deserved every word of it!

Also in July we made the first Air Evac of patients from Berlin, Germany — "Hawksie-Mae" did this. Four of us, along with Major Cannon, had been assigned to Berlin in order to evacuate by air any personnel attending the Potsdam Conference.

On 8 May 1945, the war had ended in Europe and tho' our hard work continued, the winds of change were in the air. As in life itself, our days at Melun and Villcoublay were some of the loveliest and some of the saddest times together. We had great fun getting Jerry and Bill, and "Guff and Dick, married and we mourned the loss of three friends — Sgt. Arthur Steiner, Lt. Dolly Vinsant, and Sgt. William McMullan. We attended the "Mess Hall Movie" and laughed at the way the reel usually got stuck at some important place — those "tours of the Ruhr", and sitting on the grass at some isolated fields in Germany basking in the sun — Paris and the Riviera and eating our share of K-rations.

All of us were affected by the plight of the displaced persons and liberated prisoners we brought back.

I would like to end the story of the 806th at this point, but it was not really an ending, for each of us over these 25 years has remembered not only those memories but also the spirit, generosity and dedication of our days together in the 806th.

Perhaps William Wordsworth has expressed it best:

"Thy friends are exultations,
agonies and love
And man's unconquerable mind."

IN MEMORIAM:

Wilma R. "Dolly" Vinsant, flight nurse 4/14/45

Arthur D. Steiner, medical technician 2/45

William M. McMullen, medical technician buried at sea 7/45

By Winna Jean Foley Tierney



Melun, France — Spring of '45, 79TC Operations Tent. L-R: Flight Nurses G. Hawkes, M. McHugh, D. Stock, E. Brown, A. Ranahan, D. Dilger, S. Surgeon, D. Delmar.

History of 807th MAES

The radio was interrupted with the urgent voice of the announcer, "We have a message from the White House." Pres. Franklin D. Roosevelt came on the air and in a very somber tone announced, "Dec. 7, 1941, a date that will live in infamy, the United States of America was suddenly and deliberately attacked by Naval and Air Forces of the Empire of Japan." The Japanese had bombed Pearl Harbor!

I was a 21 year old senior nursing student in a large Detroit hospital. My future and that of thousands of registered nurses across the country changed with that announcement. The following 3 years were memorable because our generation was at war. On Oct. 5, 1942, I joined the ANC and later became one of the first flight nurses to go through the School of Air Evacuation at Bowman Fld., KY. We were at war and war casualties were mounting necessitating rapid removal of sick and wounded from the battle areas. Air Evac was a new phase of caring for the wounded and was not readily accepted as an alternative to the established means.

Aug. 1943, members of the 807th MAES left the states in a convoy heading toward the Mediterranean Theater arriving at Bizerti, Tunisia, staying at the bivouac area at the City of Tunis, their destination was Sicily. They did air evac from Catania Main Airfield, Sicily to Bari, Italy evacuating the sick and wounded from the battlefronts to the rear hospitals. There was very heavy fighting in Italy and with the backload of wounded more teams of air evac personnel were being sent to the front lines. On Nov. 8, 1943, 13 nurses and 13 technicians plus a crew of 4 headed for Bari, Italy. They became lost and were forced to land in Albania in the Balkan Mts. in enemy territory and for the next 62 days, they criss-crossed those snow covered mountains in blizzards and snow storms, evading the Germans, who were searching for them.

The following day, more of us flew to Bari. The nurse's quarters in Bari only had six cots, so we figured we would be three to a cot! Upon our arrival in Bari, the Medical Officer wanted to know where the other nurses were as he had such a backlog of patients and the other plane load of air evac personnel did not arrive as expected. The next day, our CO, Maj. McKnight, met our plane and told us the plane was missing in the Balkans.

We had spent months in rigorous training in the KY hills to learn to do air evac in combat and here we had only been overseas three months and already 26 of our personnel were missing in action. It was devastating. For almost a month we waited and wondered and prayed for their safe return. On Dec. 2, 1944, the sqdn. was called together and we were informed that the C-47 had crash landed in Albania, there were survivors and the British would try to reach them. The Germans were also looking for them!

Our work with the 807th went on as usual but each day our thoughts and eyes looked east across the Adriatic Sea, praying for their safe return. The empty cots and vacant chairs in the mess hall were constant reminders of our loss. The war went on and casualties increased and 13 replacements were sent from Bowman Fld. in Dec. At noon Jan. 14, 1944, all our nurses were in the mess hall when the phone rang. Our CN, Lt. Grace Stakeman, answered. Then she informed the mess sergeant that there would be 13 guests coming for dinner! We became silent, glancing about with questions in our eyes — "Is it them?"

Suddenly the jeep horn could be heard in the distance, we ran outside to see our long lost friends waving, smiling and crying, — as were we all. Only ten nurses and the crew returned that day. The other 3 were still missing but in due time they returned to civilization and safety. This story is told by Agnes Jensen Mangerich in this book, so will not repeat it here. The enlisted men came home with the remaining three nurses. Many of the personnel had physical as well as emotional scars — they were emaciated, one could not see and other disabilities. Their biggest problem had been fleas, they had not showered or shampooed in two months!

After rest and recuperation, all were returned to assignments stateside and could never return to the ETO as the Germans had pictures of them and if caught, they would be tried as spies.

No sooner had we gotten over this episode in our squadron's life than two weeks later on Jan. 30, 1944, three of our nurses were badly injured in a jeep accident. Mildred Wallace died a few hours later, Allen fractured her arm and Dottie Booth fractured her spine. Three weeks later on Feb. 24, 1944, Dottie, encased in a body cast was being evacuated stateside to recuperate. Elizabeth J. Howren, flight nurse and S/Sgt. William Fitzpatrick, technician were the evac crew

— all 807th MAES. On the flight from Catania, Sicily to Algiers, North Africa one hour after take-off, the C-47 crashed into a Sicilian Mt., killing all on board. Our hearts were heavy as we followed the casket laden jeeps up the hillside where the American Flag was flying at half-mast and taps were being played in the background.

Three replacements arrived in early March — Rae, Willy and Holly brought our numbers up to 25. At the end of March, the last of the missing nurses returned to us. They were in much better physical shape than the 13 had been. They had been hidden in various homes.

39 years later, the nurses and enlisted men involved in the Balkan Interlude had a reunion Aug. 1983 in Columbus, Ohio. As we met again, we noticed the wrinkles, added weight and some gray hair, then the stories began and the years rolled back to 1944. We enjoyed a delicious dinner in a private club in Columbus, each told of their lives since the war. Some had married and had children but most had continued in some field of nursing or furthered their education.

We met the guest of honor, Lloyd Smith, former CIA agent, who had parachuted into Albania, staying with the missing group until they returned to Italy. On our final day of fun we received tragic news. Polly, one of the nurses, who survived the crash and was planning to attend the reunion, was killed in an automobile accident in Ill.

A few of our original group have not kept in touch with any of us. Where are you Ann, Bobbie, Billie and Vickie? 5 nurses have died since the war. May 1988 in San Antonio, TX, we met, remembered and shared a few days of laughter and memories — that's what keeps us forever young!

By Dorothy White Errair



Grace Stakeman, C.N. foreground with 807th MAES personnel receiving medals at Ledo de Roma.



L-R: Lts. Hollingsworth, Henker, Wilson. Replacements for 3 nurses who crashed in Balkans. 807th

History of 809th MAES

The 809th served in the Pacific with the 7th A.F. from Nov. 1943, the beginning of the offensive, to the end of the war September, 1945; from Hickam Fld. Hawaii to Okinawa, Japan. And from Hickam Fld to San Francisco. The 7th wrote their book in 1946, "One Damned Island After Another". For every island that they took, we were right behind them picking up the wounded, flying them back to well-established hospitals in the U.S. On long difficult flights, there were some close calls, but also a lot of fun along the way covering almost half a world of water and islands.

We left Bowman Fld. on a freezing day in Oct. 1943, spent 2 weeks at Hamilton Fld. near San Francisco waiting for our C-54s (the first four-engine transport planes) to take us to Hawaii, the beautiful land of sunshine and flowers. "This is war!" we thought. To make it even more unbelievable, we were treated like celebrities. On touring the island, at the Outrigger Club at Wakiki, we met the legendary Duke Kahanamoko, of one of the few pure Hawaiian families left in The Islands. On the other side of the island was Lanaki, an officers' rest camp beach house where we would later spend rest leaves.

We enjoyed this island paradise for about a month, did some inter-island air evac and had a course in Tropical Medicine which would be helpful later when we picked up pts. with "jungle rot". We met a lot of high ranking officers during this time, one of whom was General Hale, CO of 7th A.F. Under his command, the entire Pacific would be taken.

It wasn't until late 1943 that the U.S. was in a military position to start an offensive to re-take our islands and free our P.O.W.s in the Philippines. Therefore, it wasn't until that time that there was a need for air evac. The 809th MAES was the first of flight nurses in the Pacific. In November 1943, we established air evacuation there — but not without some resistance — and proved to the world what air evac COULD DO.

Our patients were not fresh from battlefield injuries due to the long distances between islands, larger aircraft and longer runways needed, so the island was relatively well established before we went in. The boys had already had excellent front-line medical care.

Of primary concern should we have to ditch was the patients with casts. We had to consider how many Mae Wests would be needed to keep each afloat, how we would get him into a raft and what would happen if the cast became saturated even if we saved him. Fortunately, it never happened but the possibility was always there.

After the Blitz on Dec. 7, 1941 all the families were sent home. The island consisted of military and natives. Military protocol still prevailed. It was the era of big bands, beautiful formals and parties. We brought with us a new life — we were young and full of life and the pioneers of flight nursing in the Pacific. For the first 6 months, we had war correspondents and PR people around. Our pictures and articles about flight nurses were in papers and magazines across the country. To us however, our status as flight nurses, held its own importance. We never let go of that.

We flew from Hickam Fld to Hamilton, Ca. to Canton, Tarawa, Kwajalein, Saipan, Guam, Okinawa, Philippines, Biak, Guadalcanal, New Caledonia, Espiritu Santos with our longest flight about 12 hours, shortest 4. We flew on C-54s with a patient load of 24, sometimes extra patients were strapped in the aisle, sometimes cargo. Some planes had large auxilliary gas tanks behind the cockpit so patients had to go to the cockpit to smoke. Litter patients were taken up litter and all. We had to turn the litter sideways to get them through the door. They endured it to have that smoke.

Our in-flight medical equipment was a medical chest designed by our squadron (very efficient), 2 cylinders of oxygen, 2 bottles of plasma, 2 of saline, an electric hot cup to make soup, a narcotics pouch on our belt. The nurses wore men's khakis for the lower islands; practical, comfortable and cool but not flattering. In-flight food was box lunches from the Red Cross.

Dec. 1943, we were sent to Canton, a tiny coral doughnut with 2 trees. Our quarters was right on the lagoon, which was named "The Garden of Eden". We spent long lazy days gathering shells and exploring the wonders of the underwater world in the lagoon. The colorful, intricate coral grew like a tiny forest of bright colored lacy trees with fish of every color, shape and size weaving in and out of the coral forest. We worked at the station hospital. At Christmas a Pan Am pilot brought us two small trees which we decorated, one for the hospital and one for us, using the green and white shells, cotton and a light bulb painted with nail polish. Christmas Eve we sang

songs and reminisced with patients and staff. It got a little sad so we sang, "Deep in the Heart of Texas" etc.

Some Navy officers based across the lagoon became frequent visitors. One wrote a poem about our lives there, the last verse of which was:

"To the air evac nurses, more power
You're the best bunch I'll ever know.
And here's to our "Cocktail Hour"
At the palace in old Tokyo.

Jan. 1944, the war is real now, Tarawa has been taken. We evacuate the wounded and help in the base hospital. All the buildings were quonset huts, complete with screens, important as dengue fever is rampant. We did not like mud on the floors in the hospital but the corpsmen were glad to just have floors, roofs, three squares and medical care. They said, "no water to clean floors." We hauled water from the ocean and with their help we soon had nice clean wards which improved morale as well as sanitation.

Most of the casualties from Tarawa were head and abdominal wounds, some of which caused problems at high altitude. We had to descend to 5000 ft. where it was hot and rough. Some patients got air sick and it increased our flight time but we did not lose a patient in the air during the entire war. Remember, this was before pressurized cabins.

The 812th had joined us by then and were most welcome as well as all other squadrons who came later. We needed all the help we could get.

On a flight to Tarawa, we lost two engines on the same wing soon after take-off. We couldn't hold altitude with a full load of gas and no dump valves, but we were legally supposed to ditch at sea, our skillful pilot limped back in and landed anyway.

Kwajalein was boring, muddy and hot. I do recall going to Church there, sitting on an embarkment out under the sky. Rather inspiring, actually.

Saipan had beautiful beaches. — Peggy married her Jack there in a lovely white formal wedding. Maj. Henderson, our C.O. gave her away. I was to be her maid of honor but was on a flight. Edna Bracket of 812th wore my dress and took my place. Guam was about the same as Saipan. A few of us met Gen. Curtis LeMay, commander of Strategic Air Command, whose crews dropped THE BOMB.

As our flights got longer and longer, the patients needed some relief from the litters. Holding wards were set up at Hickam to off-load them for 48 hours. They showered, shaved, got clean clothes, rub downs, dressings changed and lots of fresh food.

Meanwhile, when we were back home at our house at Hickam, the homes of colonels and generals in peacetime, ("The old pineapple army") there was plenty to help us unwind. We had ping-pong, darts, bridge games, using the old treddle Singer to mend uniforms for ourselves and the men. We also had parties and danced to live bands right in our house. We were not permitted to wear our formals to the officers' club.

Later they moved us from our beloved house to apartments. We were flying so much and trips so long that we seldom saw each other anyway. And our numbers continued to dwindle. Soon we were flying patients back to The States, into Hamilton Fld. a 12 hr. flight. Most of us would go in to San Francisco by limo. The St. Francis Hotel prepared a four-bed dorm just for flight nurses. San Francisco was pure magic.

On to Guadalcanal — the beginning of the end. Flight nurses now, it seemed were also considered indestructible. 5 nurses on Tdy. lived in the Dallas huts in a palm grove on a bay, behind the station hospital nurses' quarters. We were taking patients back to Hickam through Canton; no layover. A 24 hr trip with one nurse, no technician. Between those flights we flew inter-island to Espiritu Santos and New Caledonia round trip same day. We flew on C-47s inter-island with young inexperienced crews (fresh from flight school) who knew nothing about tropical storms. We were either blown off course or got lost trying to go around them. Real trouble when even the mental patients knew we were lost.

On the 24 hr Hickam flights, we were taking benzedrine to stay alert on the flight and seconal at Hickam to get some sleep. Layovers barely gave enough time to pick up laundry, collect mail, repack and catch a night's sleep. The cockpit crews were changing at Canton. Not the dedicated nurse. On one such flight I became dazed, a little cyanotic and had to take oxygen. This was entered in the ship's log and the United A.L. pilots (on contract out there) wrote a report. Three of us were taken off flight status for 6 weeks. Layovers were then established at Canton and New Caledonia and more nurses were sent to replace us.

Just after we left Guadalcanal, a C-47 crashed on a beach. A patient's trachea was crushed from the litter above. The nurse of the 812th and her T-3 did a tracheotomy. They received several awards.

By the time I had a trip to the Philippines most of the POWs had gone home. Our crew hired a horse and buggy to go sight seeing. Our first view of this kind of destruction; a city in complete ruin. Our quarters (formally a school) had a huge hole in the wall. We slept on canvas cots with mosquito nets over them.

Biak was the most God-forsaken place on earth, right on the Equator at the beginning of Indonesia. The evening before I arrived, there had been a kamikaze attack which bombed the officers' mess at dinner hour. There was still an atmosphere of horror. About 3 hours out I had come down with dengue (break-bone) fever.

That plus the fatigue of the 30 hour trip down caused me to forget to sign over the courier mail. This in itself, caused its own state of hysteria and threats. This wasn't a neat little pouch that fits on a lap. It was a heavy canvas sack that I had guarded with my life until the final moment. After all was said and done, headquarters was upset to learn flight nurses were being used as couriers.

Our quarters at Biak was again the little Dallas huts in a barren compound surrounded by a high wire fence with armed guard at the gate and a foxhole (long ditch) which was put to full use as the slightest disturbance brought on the air raid alarm.

Okinawa was our last "damned island". This was my first view of war. It was an 8 hr night flight from Guam to pick up patients the next morning and return. About 2 hrs before ETA a large flight of Navy fighter planes came out to escort us in and stayed with us as we circled because of burning aircraft along the runway. They too had had a kamikaze attack; a seige actually. As we landed and taxied up I could see a Japanese plane on its belly out in the tules and our GIs rounding up Japs with fixed bayonettes to their backs. The terminal was in turmoil. I could get no information about patients or anything. I decided to go for coffee and as I started on the footpath down the embankment I slipped in the red mud and slid the entire 10 feet. About 5 hours later I was told there would be no patients today and we were to return to Guam as it was not safe for the ambulances to be on the road or for the aircraft to remain on the ground overnight. I wasn't too anxious to remain there either.

I am quite sure that was the first air evac plane in there. I have since learned that the 7th A.F. was no longer in command. A new 8th A.F. had been formed for Okinawa and the 7th was just pushed off into obscurity, after having taken the entire Pacific, to that point. At least the symbol of WW II, the Marines raising the flag over IWO JIMA, was under the rein of the 7th. No one can take that away. Its cast in bronze.

August 1945. *THE WAR IS OVER*. By chance we were all at home at Hickam. One by one lights come on all over Hickam. We joined the activity out on Signer Blvd. in our P.J.s. The Air Force band is playing "Anchors Away", a Navy band is playing "Wild Blue Yonder". The GIs jump off the Creep and run over saying "Oh boy, we can kiss the nurses now" EVERYONE is hugging, laughing, crying and dancing in the streets.

I don't recall our goodbyes. Each of us was under separate orders. We just seemed to kind of GO. We have kept in touch over the years. Marvelous group. A JOB WELL DONE!

By Marie Farmer Weitz — Her personal view

History of 809th MAES

In September 1943 the Pacific War was escalating. The first offensive in the Central Pacific was planned to be the Gilbert Islands, triggering activation of the 809th MAES. Major Andrew Henderson, an Alabamian, was named CO and 1st Lt. Frances Morgan, a Texan, C.N.

The Flight Nurses assigned to the 809th were a talented group with various nursing experiences, coming from the four corners of the USA. The multitalented nurses, with their varied backgrounds provided a rich continuing education for all. On an overnight flight from Bowman Field to Hamilton Field everyone felt pretty grungy with "ring-around-the-collar syndrome." At a refueling stop in Albuquerque, one bright nurse told us to turn our shirts wrong side out, put our ties and jackets back on and no one would know how dirty we really were! In quarters where we had cooking facilities,

specialties from around the whole USA were being prepared, and we either liked or hated each other's cooking. There was Welsh rarebit and Boston baked beans from New England, fried chicken and grits, from the south, and milk gravy from the mid-west.

In October 1943, the newly organized 809th was assigned to 7 AF in the Central Pacific Theater of War, headquartered at Hickam Field AAB, Oahu, Hawaii. After the complete squadron arrived at Hickam, there were 26 flight nurses, 6 physicians, technicians and supportive personnel, officers and enlisted, for administration, transportation and supply services. Sometime later, when it was determined that our planes would be safe, we were extended to the Southwest Pacific.

The five C-54s and ten crews that would be transporting the 809th teams on their early missions, arrived at the same time. The C-54s were the largest planes used in the Air Evacuation system at the time, propeller driven, with non-pressurized cabins and an air speed of approximately 180-200 miles an hour.

An intensive indoctrination was carried out the first few weeks, to prepare us for the invasions, the long over-water flights and the tropics including the care of major trauma victims, the signs, symptoms and treatment of tropical diseases, and orientation to the C-54s which accommodated 24 litters.

The medical chest for supplies, medicines and equipment essential to patient care was redesigned for the big planes. Limited amounts of oxygen, plasma and saline were always available on board the aircraft. The flight nurses carried all narcotics in a pouch on their belts.

Ordinarily, the planes, with a full load of patients, were staffed by one nurse and a technician. When an airfield or an island was pronounced adequate and secure to land, the patients who had been screened by a flight surgeon, would be loaded on the plane and take off occurred as soon as possible.

The trips to Hickam from Tarawa, Kwajalein, Saipan and Guam averaged 11 hours . . . monitoring vital signs, checking wounds for bleeding, administering medications and intravenous fluids . . . trying different techniques to relieve abdominal distention. We were constantly responding to the anticipated and unanticipated reactions of our patients. At times, the pilot was requested to descend to a lower altitude to see if this would relieve the respiratory and abdominal distress of some patients.

The flight nurse was in charge of the patients' care; she directed the technicians. The captain of the aircraft directed the crew and advised the nurse about precautions to take during turbulent weather. On one trip, the fully loaded C-54 plunged 5000 feet before control was resumed. When a patient needed medical intervention, the captain radioed ahead for special equipment or supplies and to assure the availability of a physician on the flight line.

Critical patients were seen by a physician boarding the plane on landing. The most critical patients were deplaned first and transferred to the nearest military hospital. Whenever a plane load of patients arrived at an interim stop there were standby nurses and technicians to assist in deplaning the patients and placing them in holding wards which had been set up near the flight line. Patients were bathed, fed, ambulated when appropriate, dressings changed and finally evaluated by a flight surgeon and a nurse.

As the Islands were secured and the casualties were significantly decreased, the flight nurses and technicians worked in the hospitals or in the holding wards or met troop carrier planes to examine the personnel on board for symptoms of Dengue fever or other tropical diseases.

Prior to the assignment to the 809th, most of the nurses had not known each other. The flight to Hickam and the month in Hawaii was a time to get acquainted, to select a confidante or pal, to bond new friendships. We bivouacked in the mountains above Pearl Harbor for two weeks . . . living in tents, hiking and having intensive classes.

The social life of Hickam and on the Island was a young woman's dream . . . dances at the Officer's Club, first in the Flight Nurses' cadet blue uniform then in evening gowns, swimming and surfing at Waikiki, shopping in Honolulu, playing bridge, bicycling, learning to hula and so forth. That idyllic month was the only time we were all together; once the evacuation flights started, there were only three or four nurses at Hickam at any one time.

The squadron was organized into four Flights, each with a flight leader. Throughout the war an attempt was made to keep each of the flights together. Periodically, each of the nurses flew with patients from Hickam to Hamilton.

Flight Leaders and members were well-matched, each nurse had

her strengths and weaknesses. It was the Flight Leader's job to capitalize on the strengths and know the weaknesses.

Flight A Leader was our only regular Army Nurse. The Flight A nurses were young, attractive . . . the dynamos on the social scene except one whose main interest was writing her husband daily.

Flight B Leader was a tall, beautiful brunette who was always eager to learn and was thoughtful about the needs of the nurses in her flight. On the whole she had a quiet, unassuming group who were not particularly interested in partying.

Flight C was the most dissimilar group. The Leader was an enigma. She was very tall with a deep raspy voice, plain and an "operator"; a feminine version of Sergeant Bilko.

Flight D, headed by an experienced public health nurse from Georgia, was the most sophisticated group. They were older and wiser.

Each of the nurses had her own personal concerns about flying over large bodies of water for extended periods of time. One of the nurses worried about the number of Mae Wests (life vests) it would take to keep a patient with a heavy cast afloat.

The uniqueness of the 809th mission, and later the 812th and the Navy Flight Nurse Group, clearly lay in the long over water flights. The unfamiliar cultures encountered on each island were a challenge to the military personnel and a new wonder for "the families and friends back home."

We called our quarters on Canton Atoll, "The Garden of Eden." Each morning two of the flight nurses had latrine duty. Scrub brushes and mops were used vigorously the first two hours.

A holiday was a day like all the rest. Thanksgiving 1943 saw two flight nurses leave Canton Island early in the morning to fly over the international date line to Funafuti, and back to Canton late at night missing the holiday in both places.

One of the nurses, a strawberry blonde, was on a plane that had an emergency landing on Apamama. The natives who greeted the plane were enthralled by the red head. The news of her arrival spread rapidly over the Island. When the sixteen year old Queen was escorted to view her, she whipped off her grass skirt and presented it to the honored nurse.

Tarawa served as our departure point for Kwajalein. We lived in a Quonset hut near the navy medical hospital. It was a lovely, breezy, pleasant place to be. We ate in a Navy mess along with the sailors and frequently had beans for breakfast. At supper time we would see fish jumping up in the lagoon and after eating we would go fishing with a net.

The natives were very curious about the pale-skinned women living in their midst. In the morning while dressing, it was not unusual to look up and see noses pressed against the screened windows of our hut. One night after we had gone to bed, a nurse yelled that there was a rat on her chin; she had forgotten to lower her mosquito netting. The flight nurses chased that rat round and round until someone got the bright idea to open the door and the rat dashed out. We had just settled down when another nurse screamed with an excruciating pain in her ear, an ant was walking across her ear drum. The intruder walked out when a flash light was used to examine the ear.

We had taken "lava lava" to Tarawa to use as barter. The Tarawans made baskets, wove floor mats, etc. "Lava lava" was a 3 yard piece of fabric that the natives, men and women, wrapped around themselves as skirts. We bought the fabric in the "5-and-10" in Honolulu for 25 cents a yard. We would bring back all sorts of goodies from our swap shopping.

On Los Negros in the Admiralty Islands, we lived in thatched huts built for other nurses. The hospital had no patients so the nurses had been farmed out to other units. The huts were right on the beach and we were frequently sprayed with sea water. We could sit in our huts and see porpoises playing. Transport plane arrivals to return air evac personnel to Biak were kept secret and as a result a lot of time was taken up waiting on the flight line. Sometimes a bridge game would take shape, or we might play cribbage.

The Biak commander ordered officers who were awaiting flights to help censor the mail. After breakfast the mail was dumped on the tables in the mess hall and we all had a hand in making sure that no secrets were written for enemy eyes.

Half of our flying time was traveling to a site to pick up patients. The time on these trips was our own, spent in many ways: bridge games, cribbage games, reading, sleeping, talking about the noises of the engines, etc. One of the advantages of our long flights was the time we spent with our patients. We were able to establish a rapport with them and appreciate their individual personalities.

There was lots of cheerful banter between patients and flight nurses. Something about the young nurses made the soldiers and marines feel at ease. They talked to these officers as they would never have dared to speak to their line officers.

The food on our flights from the forward areas depended on what was available in the mess halls. Sometimes we had only thick slices of GI bread with liberal amounts of orange marmalade. Vienna sausage and spam appeared once in a while. There were no gourmet delicacies except Nescafe which was a godsend to us all. If the mess hall didn't have it, neither did we. Occasionally, the patients would bring C-rations on board which was shared with all.

The massive abdominal wounds, the jungle rot (a severe skin fungus) which covered the entire body from top of the head to the bottom of the feet, the missing legs, the multiple fractures, the withdrawal syndrome were the major concerns to the Air Evacuation team. However, the battle casualties going home showed humor and thoughtfulness for each other rather than dwelling on their injuries.

A dying GI in an underground hospital on Canton Island gave the 809th its first experience with Penicillin. He had a very severe eye and face infection, a high fever and was delirious. After 3 days, with nurses around the clock caring for him and monitoring the drug given by intravenous drip, he showed great improvement. He made a complete recovery.

The evacuation of psychiatric casualties was the most serious dilemma faced by the air evacuation teams. A flight on a C47 with 20 patients, from Biak to Guadalcanal, was a near disaster. The patients had been sedated before take-off but their behavior was very difficult to control. Soon after that experience, a directive was issued limiting the number of patients with mental disorders to five on each plane.

One of the greatest shocks for many of us happened in February 1945. A group of Americans who had been Prisoners of War (P.O.W.s) in the Philippines were transported from Leyte to the United States. Among the prisoners were some of the 67 nurses who had been interned. The sight of our colleagues, emaciated and malnourished, was painful. For the first time, the suffering and deprivation experienced by these nurses was a reality. The hell of living through the capture and occupation was reflected in their faces.

A plane load of Japanese prisoners, who needed medical attention and who were to be interrogated, were flown from Tarawa to Hickam. In addition to the nurse and technicians to care for the prisoners, there were three representatives from the G-2 section of the 7th AF. Transportation of the prisoners created some conflicts about how much to do for the detested enemy. It was a great relief at the end of the flight to have them removed from our care.

The training of a group of young people on Tarawa to be nurses' aides was an unexpected challenge. Although language was somewhat of a barrier, the young ladies learned quickly. We brought fabric from Hawaii, made a simple uniform to replace the grass skirts and taught them to care for the sick. It was fun teaching them to take a temperature or to place a person on a bedpan, etc. The comedy of this situation was exacerbated by the young navy men who were hospitalized and had "great (?)" senses of humor.

There were many tropical diseases that we had not seen before going to the Pacific. Especially curious, to us, was a man with elephantiasis wheeling his scrotum around in a wheelbarrow.

The reputation of being "glamour girls" of the Nurse Corps was dispelled for one hospital nurse being air-evac'd from Fiji. After observing the Air Evac Team for about four hours, she remarked, "Thank God I work in a hospital, I never realized how tough your job is."

One day the 7th A.F. Surgeon, Colonel Andy Smith, facetiously suggested that if we cut off the legs of our khaki pants we would be cooler. Two of the nurses did just that, going to Funafuti in "shorts." It took just 24 hours for a directive to come out of 7th A.F. Headquarters: that no females would wear shorts on an airplane.

We were frequently exposed to some pretty famous people. One day James Roosevelt, the President's son, was riding in the crew compartment on his way back to Washington. He was very pleasant and offered to write letters to the parents of all our patients when he reached Washington. He took the names and addresses of everyone on the plane and followed through with his promise.

Spencer Tracy, dead-heading on a C-54 en route to a tour of the Central Pacific, was a very frightened man to be flying over the world's biggest ocean. He took frequent sips from a beautiful flask that always seemed to be full.

Edgar Rice Burroughs, author of Tarzan, invited three nurses to accompany him on an amphibious tank to visit another atoll. When they started, the tide was low, but on the way back the tide had risen and no one knew how to make the tank seaworthy and it was swamped. They all sat on top of the tank until some brave sailors came to their rescue. Mr. Burrough's jungle skills did not work in the lagoon.

Olivia DeHaviland, returning from a tour, was a charming and friendly woman en route.

There were unbelievable increases in the Air Evacuation capabilities during the last year of the 809th tenure. The number of planes had more than quadrupled; there were new flight nurses including Navy, arriving regularly and the numbers of sick and wounded being evacuated from Okinawa, the Philippines and the Southwest Pacific to the United States was impressive.

The reports of Japan's surrender dominated our discussions, especially after the B-29 bombing of Hiroshima on August 6, 1945 and Nagasaki on August 9, 1945. Each day we waited, then on September 2, 1945, President Truman declared the war was over! The Squadron was once again together at Hickam on that momentous day. We celebrated and shared feelings of pride and elation.

Shortly after September 2, 1945, we left the Islands as we had arrived 23 months before, at various times and on several different planes. We were thankful that the war was over and to be going home.

By Eleanor Hoppock and Agnes Flaherty

History of 810th MAES

The 810th MAES graduated August 13, 1943, from AAF School of Air Evacuation, Bowman Field, Kentucky. Each squadron was given continued training until oversea orders were received.

In November 1943, the squadron of four doctors, twenty-four nurses, twenty-four medical corpsmen and office personnel sailed aboard the Cristobol, becoming part of an eighty-ship convoy that zig-zagged across the Atlantic to avoid detection by German submarines. The 810th was sent to Bottesford, England and continued training until D-Day was near. Prior to D-Day the 810th was moved to Aldamaston, England, and assigned to the Troop Carrier Command.

D-Day plus four, the squadron began air evacuating the wounded from Normandy, with fighter escort protection. The first casualties had received only first aid and were still wearing combat fatigues.

As the army moved forward, the Troop Carriers C-47's carried in needed supplies and the medical crew. When the supplies were off-loaded, the Flight Nurse and Medical Corpmen converted the aircraft interior to receive ambulatory and litter patients. It was not unusual to hear or see bombs bursting nearby and it was imperative to take off as quickly as possible. The C-47's flew at low altitude, often just over tree tops, to avoid detection.

They followed the army forward until they reached Berlin. The squadron evacuated casualties from the Normandy, N. France, Ardenes and Rhineland Campaigns.

The Air Medal was awarded each member of the squadron for serving with distinction on dangerous air evacuation missions, in unmarked aircraft, in hostile territory.

In May 1945, the 810th was assigned to A.T.C. and few transatlantic missions between Prestwick, Scotland and New York and later between Paris, France and New York.

The last part of 1945 the squadron returned to the states and disbanded.

By Evelyn C. (Andersen) Taylor



Left: Lt. Jo Nabors takes temp of Gen. Erskine at Hickam Field — to detect Dengee Fever. Right: Marion Clark Dubbs on Canton Island. (812th MAES)



1st Lt. Eleanor J. Brownlee A.A.F. P.O.A. 812th receiving Air Medal in Hawaii, June 1945.

History of 813th MAES

It was one of those hot August days in 1943 when the five of us arrived from the Lincoln Army Air Base, Nebraska, to join with the other nurses for a three months strenuous tour of duty at Bowman Field, Kentucky. We were very much involved with many classes, daily drilling, daily calisthenics, bed checks, and room inspections. (Remember how tightly the blankets on the bunks had to be? They were tested religiously by bouncing a dime on it.)

Remember the forced ten mile hike with a full backpack? The Capt. driving a jeep in front of us — dripping tear gas that we were supposed to detect? And yes, we did don our gas masks in time to avoid the tears.

Remember the overnight camp with the nurses doing their stint at guard duty? I wonder how many would have been able to use their gun had the occasion arose. Then at 3 A.M., we were uprooted because of a noisy, simulated attack. And yes, we did make the move in record time.

Remember the wriggling on the belly in about six inches of dust and grime — for a couple hundred feet (?) — with live ammunition being fired over our heads? How many times were we yelled at to "keep your head down." (I wonder if it really was live ammunition. . .)

Because I had the loudest mouth, I was a Squad Leader for most of the time. Each day at the 4 P.M. Retreat, the drums and I counted cadence. And then there was the day we had a General come to review the troops. We really did look sharp as we marched up to the

reviewing stand. As we were ready to leave, I called for a left turn instead of the expected right! ALL followed the command, even though they knew it should have been a right turn. What a dilemma! An "about face" was called and all marched from the field in perfect unison. It was later pointed out how well we followed orders, even the mistaken ones!

October 1, arrived, and it was graduation day, and the winning of our coveted wings, a really big status symbol of the Flight Nurse. We were assigned to the 813th. We left Bowman Field on January 1, 1944 for the P.O.E.

Remember the bed rolls we packed, unpacked, and repacked . . . Just how were we to pack everything in only one footlocker?? Where were we to stow the extra soap, toilet tissue, kleenex and kotex? How embarrassing when the problem was solved by the enlisted men who had to do the repacking of the jammed full of all the little extras in the bed roll . . .

The 813th sailed on the Queen Mary — a total of 25 females and 15,000 enlisted troops stashed on board. (I recently learned that our Major and C.O. had guards posted outside our staterooms. He also tried in vain to have the hot water turned on a short time each day in order for us to have a hot shower. No luck! General Patton came aboard the Queen when we arrived in Scotland to welcome the troops — only we were not included . . .)

After our arrival, we boarded a typical British train for an all night trip to Balderton, England, our first of many stations. Believe it or not, but one of the first things to be issued to us was the 3 speed English bicycle! G.I. issue or not, it did get us around the country lanes. It was one of the main types of transportation.

Remember how we would barter our liquor rations with the cook for peanut butter, sugar and butter, and then cook up the best peanut butter fudge on our little 'monkey stove' that each of us had in our rooms? We lived in Quonset huts which had 8-10 rooms, with two sharing a room. Not bad quarters actually.

Later we transferred to Grove, England, where the Quonset hut grew to larger size. There were two large rooms, with 10-12 beds, and a couple of private rooms for the chief nurse. Also had a large gathering room where many entertained visiting officers. There were many a bridge game played, every time there was a short break, out would come a deck of cards. The famous "squeak" card game with as many as 6-8 participating was played on a G.I. blanket spread out on the floor. (Each had to have their own deck of cards.)

Our 813th was featured in the July 1944 Look Magazine. It depicted the life style of the Flight Nurse. Jeanne was the star featured.

I understand that one of the nurses from each group had been picked to watch out for any suspicious activity. She was to report weekly of any subversive action she might observe. (C.I.A.???)

In July 1944 we suffered our first casualty. Jacky was on her way to Scotland with a plane load of patients, bound for the U.S.A. The plane crashed into the side of a hill, killing all on board.

Bad news again in September 1944. One night Reba Whittle failed to return from her trip across the channel. Since many times we had to R.O.N. we did not worry about her. Days passed and no news from her. She was presumed dead, and we had a memorial service for her. That same evening we learned through the underground that she had been captured by the Germans, and was being held as a P.O.W. She later was repatriated through the Red Cross and returned to the U.S.A.



L-R: Irene Schultz, Helen Rarick, Vangie Comeaux, Mable Strube, Helen Morison, Betty Williamson, Vee Moss, Mary Bell Fraser, Winnie Plutz of 813th — Le Bourget, Paris, France.

Winter arrived on schedule, and we transferred to the Le Bourget Air Base, Paris, France. Since there were three empty houses, we were quartered there. No furniture, but we did have army cots issued and a down sleeping bag. It was cold and since there was no coal to heat the furnaces, we had to improvise. Each trip back to England with a load of patients, we all carried a gunny sack. Immediately after the patients were unloaded, we made a beeline for the ever present coal pile, filling the gunny sack with the nuggets. When we returned to Paris with the fuel for the furnaces, the warmth was well worth the effort.

Soon after the first of the year, 1945, we again returned to Grove, England. Now, there were more trips to the states with our patients. Sometimes we flew the northern route — Iceland, Greenland, Newfoundland, Prestwick and New York City. If it were the southern route, it would include Paris, Azores, Bermuda and then on to New York City.

Remember the 'Short Snorter'? Mine grew to several feet long, and I have many a signature on it.

The big day finally arrived . . . V.E. DAY . . . and look out America, here we come home!! The 813th soon became deactivated. Some were discharged back to the civilian life. Many were transferred to other active units — headed for the South Pacific. Several of us had been discharged because of pregnant condition. Looking back, we all were glad it was over — but had the satisfaction of a "job well done." And yes, if we had to do it all over again — we could do it!!

An 813th reunion was held on the Queen Mary at Long Beach, Calif. May 1988. Our first in 40 years!

By Tammy Barnacastle



813th MAES Nurses.

History of 813th — My View

The 813th left Bowman Field, KY for Ft. Dix staging area in NJ and boarded the Queen Mary, a luxury ship converted to a troop ship on 24 Jan. 1944. Our ship zig-zagged across the ocean in varying temperatures — first it was warm, then cold and wet causing the ship to do a 30 degree roll in the cold storm. Three nurses were assigned to one little stateroom with a cot three decks high. Our B-4 bags slid from one side of the room to another day and night as the ship rolled. Ropes were tied to the deck so we could walk to the dining room. Since the furniture had been moved from the lounge, we sat on the floor. However, we were entertained by an all black choir.

While listening to the radio one evening, we heard them announce that the German Wolf Pack had sunk the Queen Mary! We spent a lot of time on deck watching the ship plough through the aqua sea.

It was a cold, windy, rainy day when we landed in Scotland. We rode in a train with no windows. Arriving at Balderton AFB at Newark, England, we were assigned to the RAF Officer's club, were issued nine wool blankets and still froze during the night. The brick walls were wet with moisture in the mornings. Wading through the mud, we went to the USAF dining room. Soon we were moved to the British WAF quarters near the mess hall on the base. Each room had a pot belly stove for heat which an airman was assigned to keep fed with coal during the night.

Our meals were far from tasty. The powdered eggs, cooked like scrambled eggs, looked green and tasted like there was a spoiled one in the batch. The powdered milk for cereal had a very unnatural flavor. To spread the paraffin filled butter on the dark English bread, we held it on a fork over hot coals in the stove.

Being an early riser, I was assigned to be the house mother and awaken everyone for an hour of calisthenics. Once we were inspected by the CO of the 94th Sqdn. and he remarked later he was embarrassed to inspect nurses standing at attention with their bosoms protruding.

We sponged #10 can of peanut butter and fruit cocktail from the cook, having become bored with spam and old tasting cheddar cheese.

While waiting for the invasion, we flew pts. from England and Ireland to Scotland for Trans-Atlantic flights in C-54s to the states. Each of us had a chance to fly to the states at this period.

One March night, we heard a British bomber returning from a mission over Germany and the sounds of another motor which was nearby. A crash was heard, the German plane escaped but the British plane was shot down by error. On 6 June 1944, when we went to breakfast, the sky was full of planes in formation and the airfield was empty — D-Day had come. My first trip as a flight nurse was D-18. Wearing gas mask, helmet and carrying a canteen full of water, we flew into the beautiful sunrise over the English Channel. Sitting on bombs and barrels of gasoline, we landed at Omaha Beach, France on a bull-dozed air strip. When the dust settled and the C-47's door opened, there were hundreds of white crosses. There lay broken dreams; sweethearts; husbands; fathers; sons; young men all with aspirations and plans for the future gone. This was the future site of the National Cemetery of Omaha Beach, France. Some of the pts. were unconscious, still under anesthetic. Some of the soldiers were suffering from battle fatigue from tank duty in Gen. George Patton's Tank Corps.

Most of the time we were not sure just where we were as the airstrips were known by # for security reasons. Our seats on the planes were cargo of supplies for the war effort, food, Stars and Stripe papers, eggs or barrels of gasoline. When the French Resistance Fighters were near, they stopped for a visit and always thanked us for our help in liberating France.

Flying pts. out of Liege, Belgium, we had pts. lying on cots under trees and on the ground — all over the place. We split our teams filling all the planes as rapidly as possible taking the heavy pt. load off the field hospital. All this time, American and German fighters were involved in a "dog-fight" overhead!

Moving to Maryvale, England, we lived in quonset huts. Here we suffered our first tragedy. "Jacky" Jackley and her technician along with the crew and load of pts. perished on the cliffs in Scotland while flying in heavy fog better known as "pea soup." Jacky is buried in the National Cemetery in Epsworth, England.

To prepare the nurses for the hardships they would be facing after D-Day, they were assigned to the 100th Bomb Grp. at Epswich. I was almost a casualty over Scotland when to avoid hitting an English bomber, our C-47 pilot dived under the bomber. Two litters were torn loose and we were bounced about. The Lord was in that cockpit that day. In another instance of a close call, we were over the English Channel when the plane hit an air pocket and dropped 1000 feet. On board was a pt. on a litter, who was terrified of flying anyway and this episode caused him to panic. It took a lot of reassurance to get his emotions under control.

In Oct. 1944, we moved to Le Bourget Air Field in Paris, France, lived in bombed out buildings with no heat. The weather was cold, rainy, soggy and miserable. The planes were unable to fly in the Battle of the Bulge because of foul weather. Soon after we moved to Le Bourget, the Battle of the Bulge took place. On my first flight in, the plane had to pull up to miss a pine covered mountain.

One of our nurses, Reba Whittle was on a C-47 which was shot down by the Germans. She was captured and imprisoned for two months before she was repatriated. Thinking she was killed, the sqdn. held a memorial service for her. What a relief to learn she had been sent home later.

After we were transferred back to Grove England, I had a close call on a flight to Brest, France when the aircraft was fired on by the Germans from the Isle of Jersey. On a flight to Munich and Nurnberg, cities with no roof tops, we landed on a German airfield which had German planes parked on it — one with a smaller plane tied on top of it.

We were hungry and asked the cook for something and he made us sandwiches of chicken-a-la-king! We chatted with nurses from

the field hospital and saw the beautiful things they had collected.

Without warning, I was transferred to the 816th MAES and near the end of the war was transferred to the 811th. At the war's end, I returned stateside, was given a month's vacation before reporting to the station hospital at Long Beach, Calif. Saving a new white blanket from my flight kit, I arranged all the shoulder patches I had collected and attached them to the blanket with the US in the center. It is now in the March AFB Museum, Calif. I did air evac air shows in the states to help promote the program. While stationed at Brookley AFB, I flew to Panama and Puerto Rico and received a letter of appreciation from the Public Health Commander.

In 1950 at Ladd AFB, Alaska, I finally received the Air Medal for the period from Jan. 1944-Feb. 1945 while serving in the ETO in WWII! It was a struggle every inch of the way, but I attended college graduating with a BS in Nursing, BA in Education and a Masters in Education, later teaching in the Bureau of Indian Affairs.

June 6, 1980 the 94th TCG, lead group in the invasion of France, held its reunion starting in Amsterdam and retraced every area where they dropped gliders and paratroopers. The Mayor in Bastogne, Belgium gave a welcome reception for us. We ended the trip on the field where the invasion began on the same day in 1944. One speaker said, "it was the cream of American Youth, that liberated France." All those white crosses proved it without a doubt.

By Mable Strube Lada, Flight Nurse.

Lt. Reba Z. Whittle



Lt. Reba Z. Whittle from Rock Springs, Texas was the first flight nurse to be imprisoned by the Germans and the first to be repatriated by the enemy. On Sept. 27, 1944, Lt. Whittle and five other members of the 9th Air Force started on a mercy flight to the European battle front. Caught in a flak barrage, their riddled C-47 landed in a turnip patch behind enemy lines. Every member of the crew was injured including Lt. Whittle, who sustained flak wounds as well as a head wound. Despite her injuries, she assisted with moving a wounded medical technician from the burning craft.

As they huddled near their ruined plane, enemy soldiers rushed toward them. Neither side could understand the other. The Germans were shocked to learn one of the prisoners was a female! They administered first aid to the prisoners and then escorted them to the enemy camp. This was the beginning of four months of imprisonment during which Lt. Whittle never saw another female. She lived in the seclusion of a prison cell except during working hours when she nursed wounded Allied prisoners. She remarked that she was sure she was the greatest nuisance the Germans ever had. Apparently, they had never taken a female prisoner before and they did not have facilities for women. She kept quoting the Geneva Convention to them — the part about proper segregation of the sexes among prisoners of war. She learned this from lectures by Capt. Gray at Bowman. She always

felt they repatriated her out of sheer desperation.

As a prisoner, Lt. Whittle found ample use for her nursing. She volunteered to work among the prisoners suffering from burns. There were British, Americans and Australians attended by captured British Medical Officers. She was mentioned in the Air Force Diary by James Straubel. The English flyers gave her the silk lining from their flying boots to make underwear for herself.

History of 815th MAES

Activated at Bowman Field, Louisville, Ky. Jan. 1944 with Clare Stanton as Chief Nurse. This squadron was forced to cut short its training as it was needed in the ETO for the invasion. They were sent to Camp Kilmer, NJ, remaining there for a month prior to leaving for Europe. Sailed on the ILE DE FRANCE March 1944 — a four day trip. Arrived in Gurock, Scotland, put on a train to Lamborun, England, from there went by GI truck to Boxford House. They were prepared

to rough it and sleep in pup tents but could not believe their eyes when they got off the truck and were to stay in a beautiful mansion. The furnishings were less than elegant — GI cots with stiff reused wool blankets — but there was a formal garden and lots of grass and trees about. The little 11th century church across the street was the locale of the wedding of Tina Forney and her RAF pilot, Bruce Ford-Coates in July 1944. Evelyn Lamm and Tom Gannon were also married while at Boxford — in a Catholic church.

The 815th was supposed to fly with the 75th TCS based at Welford Park about 5 miles away, but it more often than not flew with other squadron planes that came in with material for the war zone in France. Some of the nurses left for TDY Nov. 1944 in Istres, France as members of a composite squadron to evacuate the 7th Army from Strasboursy back to Marsailles.

After D-Day, the planes flew in, picked up an air evac team and took off for France. Before D-Day, we had nothing to do as we could not work in the hospitals as nurses were AF and the hospitals were Army. They did roll plaster of paris bandages, got 12 hour passes to London, rode the bicycles issued to them and were generally bored. In April, there was a call for volunteers to go to a bomber base. No one seemed to know what was to be done but most volunteered for something to do. Four nurses went to Kimbolton, a B-17 base (others went to other bases). They were to attend briefings for the missions and be on the flight line when the planes returned to tend the casualties en route to a hospital. After their month of TDY, they returned to the 815th to await the invasion.

On two occasions, the air evac personnel were confined to quarters and the men were kept on base behind barbed wire to try and fool the Germans about the date of the invasion. The night the planes took off for Omaha Beach, the nurses watched from the roof of Boxford House — this time everyone knew it was THE REAL THING!

Shortly after D-Day, one of the flights of nurses and technicians, complete with flight surgeon went to Membury, England. They flew out of there with the 436th TCGp or any other outfits, which flew in to pick them up. In July, a flight was sent to Prestwick, Scotland to fly the Trans-Atlantic route to the states with patients from the war zones.

The 815th never seemed to remain a complete squadron — it was always being split up with personnel going on TDY. Due to this it is very difficult to give a complete history. The squadron was broken up and most of the personnel went with the 818th to Orly Field in Paris. The original personnel are pictured in the Bowman Book.

By Ethel Carlson Cerasale



Front Row, L-R: H. B. Wank, J. Williams, F. Bibas. Standing, L-R: W. Swiger, L. Chanard, H. Smith, R. Farley, J. Robinson. Pilots and nurses France 1945 — 814th MAES.

History of 816th MAES

Activated Bowman Field, Ky. Jan. 1944, left Bowman Feb. 1944 for Camp Kilmer, NJ. There was a delay of overseas departure and everyone took passes except Sgt. Arthur Hehr. He did not suffer too badly as he went into NYC every weekend and was treated royally. Departed on the ISLE DE FRANCE, a huge ship with a capacity to hold 15,000 people (we were told by the British crew), on March 13, 1944. The enlisted men's bunks were deep in the ship near the engines. The musty air and pounding engines added to the misery of the seasick personnel. The crewmen sold them English bread which helped soothe the weary stomachs. The ship traveled without a convoy, zig-zagging along with an occasional deep "whump" of a depth charge being dropped.

Arrived Scotland March 22, 1944 and were met by the Scottish people, who brought them coffee and donuts to the windows of the trains. From Scotland, went to Greenham Common near Reading, England. The German bombers passed over the base at Greenham Common every night on their way to bomb the English factories. The Germans were aware the air evac personnel were there but the factories took first priority. Here at Greenham Common, the GIs learned to change American dollars into pounds and shillings — mostly by shooting "craps." Greenham Commons was an old fashioned place with barracks with attached latrines for the nurses. The men had quonset huts with outdoor privies — necessitating a walk to the latrine with the "honey bucket."

The nurses were issued bicycles which they seldom used and we GIs used to borrow them to see the sights. The nurses were in demand as the Officers had dances and the girls were very popular. The officers usually had "wheels" and the nurses had transportation. When the sqdn. first arrived in Greenham Common, the techs were required to guard the nurses' barracks at night. At 4 AM, a tech would build a fire in the Chief Nurse's room and the Big Ward where the other nurses slept. This practice did not last long.

Various activities kept the personnel busy. The enlisted men built a volley ball court which was a favorite of all the personnel. Some of the people went on passes to London and others to TDY with the 815th. They all became acquainted with Thatcham and Newberry. The group continued the air evac training started in the states. They went to bomber bases for altitude and oxygen use training. We were located near bases loaded with C-47's and CG4 Gliders which they often visited and inspected. The 816th, under the direction of Maj. Albert D. Haug, (who was assisted in the planning stages by Sgt. Arthur Hehr) performed the first Glider Snatch of patients from Germany. 2nd Lt. Suella Bernard was the flight nurse on this glider evac. The trip was made March 22, 1945 from Remagen, Germany to an evac hospital 15 miles away in France. Maj. Haug escorted pts. in the 2nd glider. Ten technicians had already been "volunteered" to perform future glider evacs and were waiting for improvements on the gliders for evac missions when further glider participation was cancelled.

In May 1944, the invasion was expected and the 816th was placed on alert June 4-5th for the invasion of France. The unit also received its C-47's. A first aid station was set up near the flight line.



L-R: Blanche Garwood, Lonja Gieb, LaVergne Chanard, Berthe Ellison, Jane Sanders, Jennie Vassalo, Helen West, Jane Mobley — 814th MAES.

There was even a rumor going around that the "Dirty Dozen" were going to load there. No one ever knew if they did or not but there was a lot of "brass" running about. Around June 6th it was evident that the invasion had begun. The sqdn. was prepared for possible bail outs, trained in what to tell the patients, shown the first aid kits they would carry, were given French Invasion money they would carry, taught the use of parachutes which they carried on the Normandy flights. Later, because of weight and low altitude flying, patients and air evac personnel did not carry parachutes. (April 1945, Capt. Douglas, flight surgeon and Lt. Porter evacuated the first C-47 loaded with wounded from Germany.)

By June 9th, there were "blood runs," with the flight nurses accompanying the blood. Often the Troop Carrier crews dropped blood by parachute to hospitals on the ground — some pilots swore they hit the Red Cross on the ground dead center! By D-Day plus seven or June 13th, teams of air evac personnel, using cases of TNT for seats, headed for Omaha Beach under fighter escort. They landed on makeshift runways made of pieces of metal which had been stripped together — and dust was everywhere.

July 1st they moved to Prestwich, Scotland in preparation to start the Trans-Atlantic flights from Scotland to NY to evacuate the wounded from the invasion. Dr. John Fissell, surgeon, was killed returning to Prestwich from NY, where he had just been married. His plane with all on board vanished after crashing into a mountain. His loss was a tragedy for the sqdn. and the morale was at an all time low for it was a close-knit family.

By July 4, they were flying into Normandy. At St. Mere Eglisi, the German POWs were settled in and were assigned to KP. They were eating better than they ever did with the German Army and morale was high. The Americans were making money in the black market by selling German pistols for \$75 each. There was a big market for German souvenirs.

The Trans-Atlantic flights were made in C-54's manned by civilian ATC pilots and navigators. Transporting 18 patients, the flights were usually five hours to Iceland, where patients were fed, then eight hours to Newfoundland and another meal with change of patients' dressings and refueling of the aircraft. The last leg of the journey was six hours to LaGuardia, NY. These Trans-Atlantic crossings were far from safe. One flight which left Prestwich, Scotland, was lost over Iceland. The entire civilian crew and air evac personnel were lost. Lt. Catherine Price from the 817th MAES and T/3 Frank Sorrels from the 816th MAES (who was on TDY) both perished. The next flight out from Prestwich with Lt. Mildred M. Shaner and T/3 Elmer Cox with 18 litter patients and a civilian crew flying in a C-54 landed safely at Iceland. Two hours out of Iceland, they noticed a prop was not functioning and the plane landed at Greenland for repairs. This involved going over the IceCaps which was very dangerous. In the meantime, another engine began to cough and sputter forcing them to land at Buie West I. This load of patients was the first wounded from Normandy to reach Greenland and the patients were treated royally.

Their next move was back to Greenham Common and from there to Orleans, France — a muddy place. Late Oct. '44 found them at LeMans making flights to England and Paris hospitals. Many of the personnel went to southern France for that campaign. Some flew into Germany evacuating casualties in the Battle of the Bulge Dec. '44. Late March '45, they packed to move to Villa Coubley and Chateau near Paris. The men lived in the Chateau Marienthal, a millionaire's home. The group was evacuating American and German wounded from the Rhine area April 12, 1945 when it was announced over the radio that President Franklin D. Roosevelt had died. One German POW remarked Roosevelt was a good man but he knew nothing of this man called Truman!

Between flights, the personnel toured and learned about the area — especially Paris. For V-E Day, they shot off all the flares they could find — many of the natives learned of the war's end from the Americans' merrymaking.

Major Albert Haug, the Commanding Officer, volunteered the 816th for duty in the Pacific Theater. They went to an "Assembly Camp" awaiting orders to go to the Pacific when on Aug. 14, 1945, the Japanese surrendered.

The long wait was over and the hunt for suitable transportation home began. Space on the ship, SANTA ROSA was obtained and the 816th left for the U.S. Oct. 1st, 1945 arriving at Camp Kilmer, NJ Oct. 10 where they were disbanded.

Awards: All flying personnel of the 816th received the Air Medal, American Theater Ribbon, European and African, Middle Eastern Theater with 4 Bronze Stars, Good Conduct Medals and the techni-



Five nurses of the 816th MAES on 10 June 1944. First Row: Eleanor Geovanelle, Helen Melissa Clark, and Suellen Bernard. Second Row: Mary Ellen Young and Marijean Brown.

cians received their Crew Wings. All original personnel of the sqdn. are pictured in the Bowman Book.

IN MEMORIAM:

Dr. John Fissell, flight surgeon over Scotland

T/3 Frank Sorrells, medical technician near Iceland

By Elmer F. Cox, Arthur Hehr and Suella Bernard Delp

My First Flight Into Normandy on D-9

Our table of organization called for each plane for Air Evacuation to be manned with a flight nurse and a Tech. Sgt. who had been well trained to make these flights. Since these C-47 cargo planes carried military supplies to front lines we could not have the planes marked with a Red Cross, nor could they be armed as we carried injured soldiers to the rear for medical care. While cargo was hastily unloaded at forward positions, the flight nurse and technician set up the litter straps for the patients.

When we boarded the plane all the bucket seats were folded against the walls, and the cargo completely filled all the inside space. The pilot met us at the door and said, "Welcome, you don't have to worry; we have this plane armed." Knowing it could not be armed I replied, laughing, "Of course, the pistol you are wearing!" He laughed, saying, "Go look on the wall in the blue room, . . . we really are armed!" I found, hanging on the wall an ancient rusted muzzle-loaded shot-gun! It made good decoration if nothing else! Since we had only the cases of cargo to sit upon the T/3 and I looked it all over. Cases of 50 caliber machine gun bullets, cases of 105 mm shells, . . . and all the rest of the space was filled with five gallon cans of gasoline. We had to sit upon the cases. All the planes were lined up for formation take-off. On this flight we were to have fighter escort.

Taking off in formation, the planes were behind scheduled time

apparently as the cover of fighters and we had to be coordinated. We both watched through the windows when about three hundred feet or so off the ground our plane on inside wing position had to throttle-back to stay inside when the lead planes made a left turn. We were barely maintaining airspeed. The plane would sometimes slip sideways toward the ground. I wondered if we might crash . . . Then I was concerned about the cargo we were carrying. Remembering my few weeks detached duty at a B-24 bomber base near Norwich . . . That some of those planes blew-up on take-off, or also collided in air after take-off . . . I asked the T/3, "Do you think we would blow-up if we made a crash landing?"

"I don't know!" He seemed as nervous as I did about it! After some discussion of it, we decided that even a bullet in the right place might blow this stuff and us up. Our parachutes or the Mae Wests wouldn't do us much good either. Soon our formation straightened up and flew right. We felt much safer with the fighter planes over us . . . The Allied positions on the beach-head we had heard were precarious.

Soon we were over the English Channel. Below us we could see all sorts of ships heading both ways. We were well aware that the Allied force had such a small toe-hold on shore. Enemy resistance was fierce.

Across the channel as we neared the shore, we saw hundreds of wrecked ships that had never reached shore, as well as the thousands of wrecked equipment, wreckage . . . Unbelievable sights. All the wrecked, broken gliders that had crashed into posts set securely in any open field or into the thick impenetrable hedgerows . . . the open field where the mat landing strip was, still had the wrecked gliders with wings torn off, and other debris of war around it. The air was very dusty with all the activity. We could hear regular explosions of bombs and shelling as we landed. On the flight over, I'd been so interested in all we were passing over that I'd not noticed my ears becoming stopped-up a bit. That did not interfere with my hearing all the shells falling, seemingly nearer! As soon as the door was opened I stepped outside and saw a Flight Surgeon acting as coordinator, Capt. Mills. He was covered and caked with dust, his face, his hair, and clothes. Even his eyebrows were thick with it. He said the patients had been lined up on the litters on the ground nearby and in front of us for a long time because of the delayed landing. Shells falling and exploding nearby continued with regularity. Pattern bombing.

Quickly all the cargo had been unloaded and we immediately started loading the plane with the litters. Capt. Mills was overseeing it from the ground. The patients passed by me so fast I had only a quick look at them. Their charts were tucked under an edge of their litters. About eight patients were loaded when I noticed that one who passed by did not look at all good. He seemed to be comatose, and his color was very bad. Loading continued while I went forward to check his condition. His pulse was weak and thready; I checked his chart to see what his injuries were. He had serious abdominal wounds that had been surgically treated. He was dying, could not be roused. I decided to give him back for more care. Just that second Capt. Mills stuck his head in the doorway and yelled at us to, "Shut the doors and get the hell out of here, the shells are getting too close!" I immediately went to the door to give the patient back to him . . . But everyone, ambulances, . . . all had disappeared completely. No one at all there! We had to go . . . no time to lose!

Soon as we were airborne I went up front to notify the radio operator that we had a dying patient on board. That I was afraid he could not last until our landing, wherever it might be. "If he dies during the flight I don't want the other soldiers on board to know it. I'd like them to have a doctor on board the plane the second the doors are opened. In any event this patient needs very prompt attention." He said he would take care of it. Back in the cabin I told the T/3 about it. The plane was only about half loaded. Asking him to mostly take care of the others while I was busy with this poor dying soldier. We had a German prisoner of war with a sucking chest wound, . . . and I'd be mostly occupied with them on this short flight. All the other patients were really in quite good condition with their previous battle-ground care. The POW with the chest wound was not in the best of condition, but he was nervous, worried and not at all sure how he would be treated. Since he did not understand English I worked a bit harder with him and tried to assure him he would be treated well. I wanted to let him know he would be all right and that he would recover.

I constantly checked the dying patient, changed his position a bit. Not long after he did die. I definitely did not want the others to know about it, and I was afraid the patients across from him would notice

he wasn't breathing. I turned him a bit more towards the wall, adjusting his pillows and head to make it appear as though he were asleep. I immediately informed the T/3 and asked him to act as though all was normal. Our take-off from Normandy, near Ste.-Mere-Eglise had been done with great haste. The last shell falling even closer . . . that explosion popped my ears open!

When we landed in England near a General Hospital the plane had barely stopped moving when the doors opened from the outside. First on board was a flight surgeon followed by litter-bearers . . . They all seemed to crowd onto the plane. I spoke, "I'm so glad to see you Doctor. This is the patient I wanted you to check." I handed him the patient's chart which I'd closed. He then went to check the soldiers condition. He briefly checked the pulse, listened for a heart beat, turned to the litter-bearers and said, "Take this patient to Ward 3." I spoke to him of the German POW and his sucking chest wound. After checking him briefly the Doctor said, "Take this patient to Ward 2. Then take all the rest of them to Ward 1." It was a great relief to me that none of the patients knew that one of them had not 'made it'.

In May 1988 at San Antonio, Texas I attended a World War II Flight Nurse reunion. Also attending was former T/3 Elmer Cox of our Squadron. He mentioned that he had a patient who died on a flight out of Normandy. I asked him to please write the details of it to me, as I'd thought I was the only one who'd lost a patient. When his account arrived, he had the same date . . . D-9. He had not remembered who the flight nurse was. I am certain he was with me on that flight.

Summer of 1985 I attended a reunion of the 440th Troop Carrier Group to whom in October 1944 we were attached at A-50 airfield near Orleans, France. During one of the special social evenings in a large room each of the different group squadrons were in different areas of the large room swapping tales and renewing old friendships. I visited each group, talking with different ones. One of the former pilots was telling me about one of his first trips into Normandy to pick up patients. He spoke of the terrible wreckage along the shoreline as well as all the broken gliders in the immediate landing area. He said, "As soon as we landed I went outside the plane to get a better look . . . They had injured soldiers on litters lined up on the ground waiting for us. I wandered over to take a closer look at them. They were so young! One looked to me as though he was dying. He was lying there crying, tears rolling down his cheeks, and he kept calling for his mother. I've never forgotten him, . . . and whatever happened to him . . . Whether or not he made it through the war."

When I recounted to him the above description of my first flight into Normandy that pilot said to me, . . . "When you were telling me about that, chills were running up and down my spine! . . . That was my plane! . . . The wheels had barely stopped moving when we landed, . . . and the door was opened. The Doctor, litter-bearers . . . ambulances were all there! I never had it happen that fast again, . . . ever!" After all these years, this story is now complete.

By Louise Anthony de Flon — 816th MAES

Glider Pick-up at Remagen by 816th MAES

Several persons in recent months have asked me about the glider pick-up with patients at Remagen, Germany and across the Rhine River during WWII when that bridge and all others were temporarily out. This happened forty-four years ago — on March 23, 1945 — and this is what I remember.

First, the planning had all been done when I came upon the scene and the gliders already made into hospital ships for transporting patients.

I remember this was not a completely new operation, since it had previously been done over mountainous territory in the China-Burma-India theatre, although reportedly not with nurses. At any rate, it was not heroic on my part — Major Albert D. Haug (our CO) had asked me to go on this flight just after my return from one of our routine flights with patients on a C-47. I was told I would care for patients in flight, the same as on other trips, and I readily agreed to do so.

I remember our landing at the pick-up point — an orchard strip — was smooth and uneventful. However, patients were not there and ready to be loaded as anticipated. I later heard that some had been ready the day before and we did not make the flight because of bad weather — therefore they weren't sure if or when we would arrive. There were several army ground personnel milling around, but no patients.



Glider landing in orchard to evacuate first patients from ETO — March, 1945, Remagen, Germany.



Loading Glider for air evacuation — Remagen, Germany, March, 1945.

I remember we waited what seemed like quite a long time and became concerned that the C-47 circling over-head would run out of gas and have to leave without us.

I did not see and do not remember anything about the 2nd glider, although I must have known about it at the time. I later learned that it may have been the first to land and take off.

I know there were two persons riding with me — other than patients — an Army Sgt. and another — perhaps a newsman. The patients finally arrived, were loaded in the glider, and the C-47 snatched us up. There was quite a jolt on take-off and one of the ropes by which the litters were suspended broke — thus dangling at one corner, three litters with patients. The Sgt. riding with me helped me to re-attach it. My one completely unconscious patient happened to be in this group and I remember worrying a great deal about him.

I don't know how long the flight lasted but one of the wheels collapsed on landing and we came to rest against a fence but had a fairly smooth landing in spite of it. The patients were removed from the glider and taken by army ambulance to a hospital. Of course, I never knew what became of them after that — wondered about it for a long time afterwards — but I then flew back to my base near Paris, and back to my usual duties.

This probably could have become a successful on-going operation, but, since transportation across the Rhine was re-established, there was no longer any need for similar air evac missions.

T/3 Elmer Cox remembers Maj. Albert D. Haug, M.D. worked to perfect the Glider Evac and attended wounded on the second glider.

By Sue Bernard Delp

History of 817th MAES

The 817th was organized 12 Nov. 1943 at Bowman Field, Ky.

Early in March — 14th — 1944, sailing orders were given and the 817th proceeded by truck and train to Camp Kilmer, NJ; then by ship to Scotland, arriving 2 April 1944 where we were greeted by a chorus of bagpipes. We went by train to Barkston Heath, England

near Grantham, arriving 3 April 1944. Quarters in England consisted of 2 open barracks with the most essential facilities across the street. It was cold and damp, our cots small and hard and orange crates became bedside tables. The comforts were few, but we were an eager and happy group. We sang with enthusiasm as we boarded trucks to and from missions.

After settling in at Barkston Heath, England, we began to explore the surrounding towns and villages. We were each issued a bicycle and we made good use of them to get around the Base and going to town for "fish and chips" or to a movie. We went on tours to Stratford-on-Avon to see Shakespearean plays, to London to view the historic places, and to Scotland for a boat trip on Loch Lomand. Gwen Ramsay Sheppard made a trip to North Wales to visit her grandmother and relatives.

Before D-Day, we evacuated patients from Ireland to England, England to Scotland and flew the Transatlantic route to NY.

During one of the Transatlantic flights, we had our first casualty of 817th personnel. On a mission out of Iceland, July 26, 1944, Catherine Price was lost. It was a traumatic shock to all of us for we were a very closely knit group. A technician from the 816th MAES, Frank Sorrels was lost with Catherine.

We had a heroine in Ann Macek Kreuger. Her plane loaded with patients crash-landed and burned at La Harve, France Dec. '44. Ann was awarded the Soldier's Medal for heroic achievement while evacuating patients from the plane after the crash. All on board were saved.

D-Day was 6 June 1944 and on 10 June we made our first flights to France and landed at St. Marie Iglese. On 14 Oct. '44, we moved to LeMans, France. Our quarters — previously occupied by the enemy and bombed out by our Air Force taught us to scrounge for the comforts of home. Because the runways were poor, we were soon moved to Dreux, France where we remained until May 1, 1945. Here we lived more comfortably on the third floor of a former school dormitory. We evacuated patients from the front lines to Rheims and Paris and across the English Channel to southern England. On these flights, we usually carried jerry-cans of gas, bombs or other supplies for the forward areas. Sometimes we had green, young soldiers going to the Front as replacements. Though these flights were dangerous, we had youth on our side, which sim-



Christmas party for French orphans.

ply meant we didn't know enough to be scared.

Dreux was only 40 miles from Paris and whenever our schedules permitted we would make the most of the Rue de la Paix, always in search of a better perfume. We worked the hardest right after each campaign and during the lull some of us were assigned TDY with ATC, evacuating patients to NY and Miami.

After we moved to France in Oct. 1944, it was not all work. We had R and R leaves on the French Riviera, to Switzerland, tours around Paris, to the U.K. and to Rome. We had 3 military weddings. Our nurses married Troop Carrier Pilots. Rosemary Lodes married Jerry Paccassi, Irene Wisti married Mike Wassil, and Ruth Cannon married Leo O'Conner.

The most memorable event for Ann Macek Kreuger was the Christmas party the 817th nurses gave for the French orphans of the Sisters of Charity. They were served in the GI mess, plates filled to

capacity and each plate was cleaned of its last morsel. The party itself was held in the Rec room complete with a trimmed tree and Santa played by 1st Lt. O. Miron, MAC Adjutant. The nurses had saved their candy rations, purchased small gifts and what few toys that were available. All the girls would have given anything to be home with their families but the sparkling eyes, broad grins and the joy in the laughter of the children was the best present they could have had other than being home. The nurses, who took part in the



The 817th Christmas party for the orphans at Dreaux, France. Back Row, L-R: E. Goldberg, M. Caulkins, F. McCain, J. Koster, R. Cannon, A. Kreuger, C. Gasvoda. Front Row, L-R: D. Berendsen, G. Todt, E. Reed, G. Bielecki, and G. Fruzynski.

event were Gasvoda, Cannon, Koster, Price, Caulkins, Goldberg, Todt, Fruzynski, Bielecki, Reed, Berendsen and Kreuger.

On 29 April we transferred to Toul, moving us closer to the front lines for availability to evacuate from western Germany to hospitals in France and England. On one of these forward flights, Christine Gasvoda, flight nurse, lost her life near Patterborn, 16 April 1945 — crashing into a mountain in Germany. This was the second stunning blow to our morale and her death saddened us all.

After V-E Day we continued to evacuate patients from prison camps, including German POWs. In May 1945 we moved to Paris (Orly Fld.), to fly the Trans-Atlantic missions evacuating "our boys" from Paris to the Azores, to Bermuda and on to Miami. Each of our nurses received the Air Medal and 5 Battle Stars for missions flown.

Before the Japanese surrendered, all except one of the nurses volunteered to go to the Pacific. August found us in tents at a staging area in Rheims awaiting orders for Pacific duty. During this time, we were able to visit Switzerland and the Riviera, then back to tents. Victory in the Pacific came before our shipping orders and by mid-September, we were Marseilles bound to await transportation home! The 2nd of Oct. '45, we boarded the *Marine Angel*, the Liberty Ship that would take 12 long days to sail us across the Atlantic. Within two days we were scattered to all parts of the country. These memories are ours, the 817th, to reflect on and to treasure for years to come. We were a close knit and compatible group and still enjoy our reunions.

The original personnel are pictured in the Bowman Book.

By Dorothy Berendsen, Gwen Ramsay Sheppard and Ann Macek Kreuger

History of 819th MAES

We of the 819th MAES are well-aware of our good fortune in being assigned to what we consider to be the best squadron to leave Bowman Fld. in the past, present and future. Our CO is Maj. Emerson Kundo and our CN is 2nd Lt. Phoebe LaMunyan. We graduated from the S.A.E. 21 Jan. 1944, earning the right to wear our golden wings. We wear them with the knowledge we have successfully completed a difficult course.

The week following graduation, our school was honored by a visit from Mrs. Eleanor Roosevelt, wife of President Roosevelt. She visited our classes, ate our chow, watched the parade in her honor and

we demonstrated plane loading to her. We read with interest her brief description of the school which appeared in "My Day" — she spoke of the "Grim Litter Bearers."

No one knows just when we are leaving Bowman but rumors circulate daily. Suddenly, six of our girls left as replacements toward the Pacific Area. The morning of 14 Feb. 1944, we awakened to a base blanketed by several inches of snow. With full packs, helmets, gas masks and musette bags, we left Bowman accompanied by the 815th and 816th Sqdns.

15 Feb. 1944, we arrived at Camp Kilmer, NJ with the hope our stay would be brief. We attended lectures on subjects we had already spent hours studying previously. Military courtesy was lacking at Kilmer and we were subjected to whistles by the Ground Forces. After a week on a starvation diet, our meals improved a bit but not our relationship with the powers responsible for the abominable condition.

26 Feb. 1944, we started our long journey from Kilmer to the ship, H.M.T. *Samaria*, an old British boat, overaged and overcrowded. Midst music and doughnuts and thousands of fellow travelers, we boarded. 19 nurses were housed in two cabins. The officers had crowded quarters too but the enlisted men were placed in places unfit for pigs. A small epidemic of measles, mumps and meningitis broke out and the sick-bay was overflowing. With no isolation facilities available, we carried out our technique as best we could. Our free days began to grate on the nerves of the nurses working in the sick-bay, so we gladly took over the nursing of the ship to pass the time away.

Our trip across the ocean was slow with no enemy intervention. After two weeks at sea, land looked inviting. However a heavy fog made docking impossible so we sat for a day and a half in the *Mercey R.* Fri. 10 Mar. 1944, we pulled into Fort and watched the other units debark as the band played "Pistol Packin' Mamas." We debarked Sat. AM, were taken by truck to the R.R. station, put in our compartments and were fed doughnuts and coffee by the Red Cross.

Darkness found us in London with our destination still unknown. We finally spent the night at the Red Cross Club at 10 Charles St. We had seen London from the back of a G.I. truck in a blackout. We had a good meal, hot bath, comfortable beds and set forth the next morning on the final lap of our journey. We reached Aldermaston the morning of 12 March 1944. The ranking officers of the post had been removed to make room for us in the best Nissen Hut available. They took everything movable with them. We doubled up to make the largest room a lounge. Cold and shaking, we finally mastered the art of making a fire in an English stove with damp coke and wood. We found paint and redecorated with Patsy making couch covers for two cots. The Service Grp. located us a piano and it began to look like home. We even found time to plant a garden which thrived. We named our abode "The Last Resort."

When our bicycle issue came, we learned biking was more dangerous than flying! Everyone mastered the bicycle and we spent time cycling over the English countryside.

The 26 of March, Lois Roy went to the hospital with Mumps and two days later, Pearl Platt followed with the Measles. Fortunately, they were the only victims of the ship *Samaria*.

The month of May had passed quickly in spite of the fact our work has not started. We received 5 replacements for the 6 we lost at Bowman but Gertrude Berlings was transferred to the 806th. All of us had our turn at detached service at bomber bases with the 8th AF B17 and B24 varieties. We were expected to be on the line for all mission take-offs and returns and attended briefings. We flew in the bombers as much as possible to learn as much as we could about their equipment. The nurses at Old Bockingham were shown how to set up a B-24 for the evac of pts.

Jo Sansone of the 802nd visited our grp. and told us the practical aspects of Air Evac. Capt. Hatch taught us French and we had ditching procedure training. Our Sqdn. Softball team comprised of officers and enlisted men while not champions of the base, were in there pitching! Our pup, Winkie succumbed to a case of round worms and died while under treatment of the vet. And just as he had learned how to bark and become housebroke — almost!

Military momentum was reaching its peak. We could feel it and sensed it as new outfits — Anti-Aircraft, Field Artillery, Airborne Infantry — moved in. Restrictions were on again, off again — something had to be cooking.

June is ushered in with mystery and tension. Combat groups and squadrons were sealed in their areas. Our only glimpse of men aside from the Chaplain and Base Surgeon were brief glimpses of the sol-

emn faces of the columns marching to and from the mess hall and briefings.

The evening of June 5th 1944, Maj. Finkelstein, Base Surgeon announced that D-Day had arrived and we were permitted to go to the line and watch the takeoff and sweat out the returns. Time dragged as we counted the stream of red and green lights from a neighboring grp. flying toward the English Channel. We watched our own C-47's and gliders take off, circle the field forming a beautiful tree formation and fly off into the moonlight. We retired to our respective tents and tried to sleep until time to count the returning planes. We were seeing history in the making.

The next few days were spent in waiting for the announcement that evacuation by air had begun. We learned of this from a glamorous picture of girls from a neighboring field with their arms filled with poppies shown in the Stars and Stripes. Our battle for Air Evac had slipped a trifle. The picture left Flight Nurses wide open for ridicule — we were called the "Poppy Girls."

The 819th started its official evacuation 14 Jan. 1944. The 4 of us, who were fortunate enough to take part, returned to our base filled with high hopes of doing our part in our country's enterprise. We didn't know that we would appear almost as an excess sqdn. which specialized the entire month in being alerted and unalerted. We set new world records in dressing and undressing.

Strawberry season arrived and we discovered 2 large patches of them within the confines of the base. We ate berries and even made home made jam. For occupational therapy, we were presented a loveable little pussy cat, which we named Chloe. Seeking to keep her happy, we found a "Good Polish" kitten to keep her company, named Elmer.

Our month of June ended on a disappointed note. We were fast losing all hope that someday we would be allowed to take part in our primary mission — Air Evac. The 819th welcomed July bored, restless, irritable and resigned to the fact we were champion Gold-bricks. Gertrude VanKirk and Margaret Murphy arrived on the 4th to complete our quota. But just as we were reconciling ourselves to a life of laziness, the unexpected happened — we started flying and we loved it. We flew daily, weather permitting into Normandy. Our trips were comparatively uneventful as far as enemy hazards were concerned. Roy's ship was fired upon by sniper fire but was not hit; Rice hit Air Evac Strip #1 just in time for an air raid; Murphy's plane skidded sideways and blew a tire while landing with a full load of pts.; Pejke prepared for a crash landing but the plane landed safely.

Just as we settled in, rumors of our going to Prestwick for the North Atlantic flights surfaced, with transfer imminent. We decided to give a cocktail party for some of our friends. Col. Whitacre contributed a ham which Blackie, the mess Sgt. baked to perfection. Our 8th AF buddies parted with a portion of their whiskey stash. The party was a success but the evening ended on a somber note when June Sanders, our Sqdn. poet and historian, was in a jeep accident, suffering multiple rib fractures, fr. vertebrae, brain concussion and internal injuries. We held our breath and prayed for the next few days. Mary Graton was sent TDY to replace June. The next day, we were told we were to start taking atabrine and not to reveal this to anyone. When we took off for the southern tip of England, everyone realized we were leaving the British Isles and the ETO. But for where? Our trip was speedy, pleasant and uneventful except for a forced landing after the plane's hydraulic system was shot by a sniper at Casa Blanca. By July 25, 1944, we had reached our destination — never dreaming we would see Casa Blanca, Algiers and Naples.

Lido de Roma, our new home, was at one time Mussolini's playground. We had a large apartment house without windows, lights or plumbing. We plundered for furniture, built a crude fireplace in the backyard to heat water for showers and the techs built us a unique shower.

Soon after arriving, we started working — it was regular but not as pleasant as runs to Normandy. Runways were dusty and evac records were obsolete. Many of the pts. were British, Arab and Indian. We were not flying near the front lines as in Normandy and the pts. were not newly wounded. We enjoyed the work and especially Lido de Roma with its sandy beach, beautiful sea and gorgeous moon. We have Italian maids, however cannot converse with them. We were still anxious to return to England and our friends.

Another invasion was approaching, everyone could feel it — but when the day we arose to find our neighbors, the Paratroopers had disappeared leaving us their prize furniture and adorable Sicilian mongrel, Julie. In spite of this, the invasion came as a surprise. We heard about it on the streets of Rome — it was a success with few casualties and it appeared once again the 819th was not needed!

We went swimming, got a tan, saw Rome, had an audience with the Pope, saw St. Peter's Cathedral. We visited the catacombs and some investigated the catacomb the Germans had turned into a tomb for several hundred Italians a few weeks before. By this time, the heat, unsatisfactory messing facilities, too much C Ration hash, lack of mail, or the unsettled circumstances under which we were living had gotten to us and for the first time our sqdn. began to squabble amongst ourselves. Therefore it was with unbounded joy that we learned we were being returned to England. We left Lido de Roma 22 Aug. bright and early taking off from Oran. The PX there had bountiful rations and everyone stocked up. In Casa Blanca, we had some free time so decided to shop. We were dressed in slacks and wondered why so many men were overly familiar. It turned out any woman on the streets in slacks was considered a prostitute. By



Flight C of 819th Evacuation Sq. L-R: R. Burkhart, L. Oropeza, S. Pejko, M. Devard, L. Suminski, R. Daenzer.

the afternoon of Aug. 25th we were all back in England — with hot water and a bath tub again.

We were stationed at Prestwick to make the North Atlantic hops. The girls, who had made the trip to Newfoundland and returned were thrilled with the work. Those who flew on to the states were too. The nurses lived in an old hotel which was crowded but not too bad, protected by a Sgt. After arriving, the work load decreased. Was it possible that once again the 819th was not needed!

We were into Sept. and broke. Our money has not caught up with us and everyone is broke. And nothing is free. Three complete squadrons had arrived in Prestwick and Evacs were down. Our social life had dwindled — we were forced to "knit two, perl two." The news of the Holland Invasion reached our knitting circle and we sweated the boys out for casualties were heavier. While the girls knitted, the enlisted men were discovering the Scottish girls, who were cute and good dancers. They took in old movies and danced at the Bobby Jones Ballroom.

Our work was scanty but the North Atlantic run was a long hard grind. Many pts. are seriously ill and required lots of nursing care. The sickest pts. are accompanied by the Flight Surgeon and nurse. When critical cord pts. were evacuated, doctor, nurse and tech accompanied each ship. It's on runs like those when one realizes they're helping carry out air evac. All the nurses had had one trip across the ocean and some reached NYC. They were overcome by the bright lights, steaks, ice cream, milk and no shortages.

We moved to Westfield by the Sea in Scotland. We were miserable; what with our overbearing Sgt., over crowded rooms, oversized rats, drafty ventilation, overactive fleas, too few bathrooms — made us dislike Scottish castles.

Nov. has 30 days and that was enough! The plane one of our officers was scheduled to fly in returning from NY crashed in Newfoundland. Lt. Hickey circled for hours — finally landing in England

with 20 min. of gas left. Eichelberger, a tech on TDY in France rode a plane to earth leaving a much torn ground — but survived. We continued to fly to the states and a new stop was, Fort Totten — out of this world. No one there had been taught Military Courtesy; our techs had to work in the permanent personnel's mess hall on KP. Then our routine was changed and we only flew to the Azores. They were not well organized, food was unpalatable, quarters for transients were inadequate — not enough beds. They did have ice cream, lines, fresh fruit, leather goods, watches at reasonable prices. Nov. was over and it marked the 1st anniversary of the activation of the 819th. We had grown a lot, traveled a lot and had had our ups and downs. We are more united than ever before — a complete sqdn. and proud of it. We are praying for a transfer:

"Twas the night before Christmas in the ETO.
Our bedding rolls were packed all ready to go.
We went to church and said prayers sincere.
In hopes that our orders would soon be there!"

By June Sanders

The New Year 1945 finds us on the move again. The 806th left for Orley to open a new base in Paris. Some of our Christmas pkgs. arrived in time, others were stranded. Life continues in its slow monotonous fashion. We gave a party and had a great time. It was good to be all together again. Christmas day, Betty Rice was stricken with a queer type of paralysis, affecting partially the entire left side of her body but she is gradually improving. Christmas was celebrated with too much emphasis on the day.

"Christmas is over, the New Year draws near.
And from all appearances we still will be here.
We've spouted and pouted and fumed and we've roared.
The 819th's transfer has been well ignored!
Our mail can not find us; we're packed up on a shelf.
We surely feel sorry — mainly — for ourselves.

The time's in the offing, at the close of the year
For new resolutions soon to appear.
We're firmly convinced we should make a stand
Size ourselves up and take us in hand.
We will do our best no matter where stuck
We'll try not to send our tempers amuck.
We'll settle us down and all cease to gripe.
But who — in blue blazes — would believe all this tripe?"

By Phoebe LaMunyan

This history was incomplete when presented to the Editor so we shall end it here. However they did return stateside and some were discharged but many remained in the service making it a career.

By June Sanders and Phoebe LaMunyan

History of 820th MAES

The 92 personnel of the 820th MAES consisted of a CO, 4 Flight Surgeons, one administrator, one CN and 24 nurses, 60 NCO's and one Master Sgt. The class of 43H, flight nurses, received their certificates 21 Jan. 1944 from the AAFSAE at Bowman Fld., KY. During sqdn. activation week, all five sqdns. "passed in review" for Mrs. Eleanor Roosevelt, wife of Pres. Franklin D. Roosevelt. The 820th nurses received a unit commendation for excellence.

On 9 Feb. 1944, the 820th left Bowman Fld. by train for Camp Stoneman, Pittsburg, CA, arriving on 18 Feb. The next day, they embarked on a small ship but later transferred to the USS West Point, a former luxury liner, which for the duration of the war would be utilized as a transport for military troops. Boarding 19 Feb. 1944, they joined a large convoy with Navy ships as escorts. When they crossed the Equator Feb. 28th, there were special Neptune ceremonies. 6 March, we docked at New Caledonia in the Pacific and reached Milne Bay, New Guinea 10 Mar. 1944 — 7,775 miles from our starting point! Disembarking on 13 Mar. 1944, we were trucked to a staging area for nurses. Many of the nurses had been there for two to six months, restricted to the compound area due to the recent rape of a nurse in this area.

The group set about readying the tents. The humidity, heat and insects had made us a bit short tempered. Occupants of the area fashioned a sign which read, "Creeps Inn." The nurses had certain hours for meals at the mess which was not remembered for its menu — many recall the grapefruit jc. and the can of orange marmalade

on each table — with no bread or crackers to spread it on.

Milne Bay, New Guinea, (APO 928) Base A. (which had represented the first land victory by USAF and militia in Aug. 1942). We were assigned TDY here for one week for orientation and acclimation prior to our first overseas assignment. A nurse, of this station, was assigned as a big sister to each of the 820th nurses to instruct her in tropical living, provide advice and reassurance. As part of the acclimation, we were required to take afternoon siestas!

On to Port Moresby, 19 March 1944, APO 929, our first air evac assignment. This island was occupied by US Troops on 18 Feb. 1943. We landed at the Ward Drome (strip) in compliance with General Order 129 par 2, Hq. 5th AF, APO 925, dated 10 Mar. '44, where our CO, Maj. Ralph M. Lechausee gave our welcoming speech. He started out with, "Ladies and gentlemen, this is it!" Many of us remember the beautiful Catholic church, the Dutch priest and the native servers. Our technicians were not with us at this point and some of us flew with the Australian medical technician, MacDonald on flights from Moresby to Saidor. Our technicians had gone ahead of us to prepare out headquarters and camp.

Here we were assigned to the 54th TCW, commanded by Col. Paul H. Prentiss, and under the 5th AF Commander, Ennis C. Whitehead, assigned routine flights with the 375th TC Sqdn. Flying in C-47's, supplies were taken to forward areas and injured soldiers were evacuated back to Port Moresby. We flew out of two airstrips: Ward Airdrome and Jackson Strip. Patients were evacuated from Dobodura and Wau.

Leaving Port Moresby 9 May 1944, we went to Nadzab, New Guinea (Markham Valley) which was captured by the Allies in Sept. 1943, and flew out of airstrips Sagerak, Dampier and Gusop, evacuating pts. from Lae, Tadjji, Saidor, Medang, and Finschafen. Flights to Finachafen were over We Wak and some encounters were made with "ach-ach" from a Japanese air base while flying over We Wak.

July 1944, the nurses began R and R — some going to Sydney, Australia and others to Cairns, Brisbane and Townsville, Australia. All the wonders of civilization, even breakfast in bed, were highlights of this wonderful leave time. They enjoyed sight-seeing, eggs, steaks, fresh fruits, vegetables and fresh milk. Sydney was a wonderful city with friendly and hospitable people, excellent water and sandy beaches. For entertainment, there were theaters, concerts, zoos with beautiful and rare birds and animals, and good restaurants.

Hollandia, which was located on Humbolt Bay and secured by US troops on 22 April 1944 was our next assignment, arriving there 7 Aug. 1944. We operated from three main airstrips: Cyclops, Sentani, and Hollandia Air Drome, evacuating injured from Morti, Wadke, and Owi. On our first flight into Wadke, we had to circle the airstrip to await the removal of planes destroyed by Japanese strafing only one-half earlier. Laila Budd, one of our nurses spent two nights in a trench dug around the air-strip perimeter in Wadke, due to enemy attacks. This was later a "Staging area" for the Jolly Rogers Bomber Grp. Our barracks here were erected on a Japanese burial ground as an area of disabled Japanese aircrafts, Zero's and Betty's were located just below our quarters. Swimming in Humbolt Bay was a treat.

On 7 Nov. 1944, we moved further north to Biak (Netherland East Indies), a coral reef captured by US Forces on 27 May, 1944. Upon our arrival, the 804th MAES was already stationed there. They occupied a wooden barracks and we lived in tents. We were placed on detached service with the 804th until they moved to the forward echelon at Buraen, Leyte, Philippine Islands. We then moved into their vacated quarters. Biak had palm trees, vegetation, hot weather, 90-100% humidity, rain, high forceful winds and monsoons.

As the war in the Pacific progressed our flights increased both in number as well as length. We evacuated pts. from Noemfoor, Sapsapor, Morotai, and began flights to Tacloban, Leyte, P.I., which required R.O.N.'s in Pelelieu, Palau Islands and continuing flights to Leyte. The forward echelon of the 820th had located on Baurauen, Leyte which required flights in L-5's from Tacloban to Baurauen and return trips to pick up our flights in Tocloben. Part of the Sqdn. remained in the rear echelon in Biak. It was during this period that two of the 820th personnel were declared missing or killed in action. On Jan. 26, 1945, Thelma LaFave from Georgetown, Mich., flight nurse and T/3 Orla Bittlitter technician were reported missing in flight from Peleliu to Leyte (presumably over Zamboanga). No trace of plane nor crew was found. And on Mar. 10, 1945, Martha F. Black from Ny, NY, flight nurse and T/3 Delbert V. Beery, technician, were killed in Luzon, P.I. in an air crash with patients aboard. All persons on board were killed. The horrors of war and combat

were very real to us as we grieved for our lost friends. They shall always remain in our hearts and this history is dedicated to their memory. May we never forget them.

In late Jan. 1945, we moved to Burauen, Leyte, an island in the Philippines, which was captured by Allied Troops 20 Oct. '44. Burauen was a small dirty village from which we flew to Tacloben Air-drome to catch our flights throughout the area. Aerial "dog fights" between the US and Japanese fighters were a usual occurrence. It was here that two of our nurses had a very close call when on 10 Feb., 1 C-47 with a crew and passengers totalling 12, two of which were Lt. Victoria Lancaster and Lt. Theta Phillips, had blown off course in bad weather, was running low on fuel, had lost all contact by radio, was circling searching for a place to land. That morning on orders from Gen. Geo. C. Kenney, four P-51 fighter pilots, Apt. Louis E. Curdes, Lts. Schmidtke, Scalley and LaCroix, took off from Central Luzon at Mangaldan to do reconnaissance missions, each having certain areas to observe. Having observed Formosa, they headed for the Bataan Island chain looking for enemy activity or air-strip. Spotting an air strip on a Japanese held island, Lts. Scalley and LaCroix strafed the area. Lt. LaCroix's plane was hit by enemy fire injuring his leg and he was forced to ditch in the sea. When Capt. Curdes learned of the incident, he and Lt. Schmidtke arrived on the scene to help protect the downed pilot. Realizing fuel was running low and night approaching, Capt. Curdes ordered Lt. Scalley to return to base and send a PBY to rescue the downed pilot.

Capt. Curdes gave the Jap held air strip his full attention and strafed it from one end to the other. Pulling up, he suddenly saw another plane approaching which appeared to be a transport. He climbed to get in a good position to fire when he recognized the American insignia on the transport. Using his radio, he attempted to warn the transport of impending danger on the Jap held island but got no response from the transport. Ignoring his efforts to divert it, he was forced to fire a round of ammunition at both engines crippling it and causing it to ditch along side Lt. LaCroix in the water. When the door of the downed transport opened, out crawled 12 people, two of them nurses. They ditched safely and soon the two dinghies were tied together. Another crew of P-51's came to relieve Capt. Curdes, who had been keeping watch overhead. He returned to base and returned the following morning with a PBY to rescue the stranded personnel. Later, Capt. Curdes was awarded the DFC for deliberately shooting down an American plane and he proudly painted the American flag on the fuselage of his plane!

We prayed this would be the end of our troubles but on 11 Feb. 1945, a C-47 pilot was wounded by artillery fire while the plane was on the ground at Clark Fld., Luzon in the Philippines. On board, were Lt. Mary Coughlin and T/3 Joseph Pelletier, members of the 820th. The rest of the crew returned to base intact. Sad to say, on 17 Feb. 1945, tragedy struck again when one of our ground crew members, Louis Eilenberger was drowned in the surf at Dulag, Leyte Island in the Philippines.

Dulag was our 2nd assignment in the Leyte area. We lived in tents built upon stilts. The airstrip consisted of corrugated metal runways. While awaiting "take-offs" in our revetments, the noise from the fighters and bombers taking off was almost unbearable. From Dulag, we evacuated injured from Panay, Negros, Mindoro, Cebu, Samar, Baguio, San Fernando and Lingayen. On 3 June 1945, our CO, Maj. Hugh Crumay, M.C. was transferred to Far Eastern Air Forces in Manila as Flight Surgeon of FFAF. We greatly missed him and his fatherly concern for all of us, but it represented a promotion with an increase in rank to Lt. Col. His new post would unify all air evac operations in the Southwest Pacific area. Capt. Leopold Snyder, 804th Flight Surgeon and Senior Air Evac Officer in the 5th AF became our new CO. Our Chief Flight Nurse, Capt. Alice Ristine, received orders for duty change and Capt. Mary Kerr, 804th MAES was appointed to Chief Flight Nurse of the 5th AF. She was the first female to hold a staff post in the 5th AF Headquarters.

The 820th flight personnel were very busy with many rapid moves in the Philippines which were: Dulag, Leyte Island (Feb. 27, 1945); Camp Dau, Luzon (June 11, 1945); Camp Statsenburg, Luzon (Aug. 6, 1945). Aug. 22, 1945, we moved to Motobee, Okinawa Island, of the Riukiu chain. The sqdn's stay there was short due to a typhoon which demolished the area. We were evacuated to Kadena and then to Yantan, Okinawa.

We reached Luzon, P.I. 11 June 1945. Manila had fallen to the US Troops on 5 Feb. 1945. We were assigned to Camp Dau and occupied a barracks (brick) which was quite modern with a solarium and was formerly a Japanese Officer's barracks located near Clark and

Nicholas Air Fields. The only drawback to our plush quarters was an over abundance of bats, which necessitated the use of mosquito nets. It was great to be in civilized surroundings again with paved highways and to watch the caribou wandering about. Patients were evacuated throughout Luzon.

The last few months of the war were near; the atomic bomb was dropped on Hiroshima, Japan 6 Aug. 1945. American C-54's arrived from England and were used to transport our prisoners of war to the US. The C-54's were quite a contrast to the C-47's and C-46's which we had been flying in. We flew with the large transports to Finchafen, Fadjie, Nadzab, Lae, Hollandia, Momote, Biak to Leyte, Luzon and Okinawa.

Some of the personnel witnessed the green strip down the runway when the Japanese came for the signing of the surrender of the Japanese to Gen. Douglas MacArthur.

Our personnel were rotating stateside, changes occurred swiftly and replacements came to fill each vacancy. Already we began to miss those that had left, we had little or no information or communication. The time in history for us in the Southwest Pacific was over, our work was completed and each of us had given our best effort to the war.

Maj. J.H. Paul wrote a poem called "The Conqueror" to an Army Flight Nurse aboard a Troop Carrier plane somewhere in the Southwest Pacific. We would like to send this message to him: "Your poetry is accurate, true and beautiful. We shall always remember you!"

The Conqueror

To an Army Flight Nurse, aboard a Troop Carrier airplane somewhere in the Southwest Pacific.

I caught the hesitant, the fleeting smile,
And read the anxious doubt in your soft eyes —
Born of the tense, disturbing interlude,
Your practical mind had failed to analyse.
I watched you as the over-burdened ship
Rose through the weather with a sluggish head
Then saw the color steal back to your cheeks,
Discounting all the things that had been said
Of stormy skies, the load, uncertain flight —
And knew the faith a child has in the night.

I saw these things, and marked your courage well,
For then I knew just how a vagrant dream
Could claim you, in that surging, plunging ship
While we fought through squalls . . . ahead . . . a beam.
For you have conquered fear of death, and pain,
With gentle words . . . The coolness of your hand
For those who fly . . . Oh, time and time again.
And so you slept; of course the pilot knew.

"Sleep gently, child. This one's on me . . . for you!"

Major J.H. Paul, U.S.A.

History By Trude Champlin White

History of 821st MAES

Activated Jan. 1944, left for Camp Patrick Henry, Va. May '44 arrived at Hampton Roads port of embarkation. A swing band serenaded them and the Red Cross offered coffee as they boarded the USS General George M. Randall, which was on its maiden voyage. May 27, '44, passed through the Panama Canal, May 30, '44, crossed the Equator and had a session in King Neptune's Court — face painting, hair cutting, and a shampoo of old coffee grounds and left over pancake mix. A dunking in the tank made them full fledged Shellbacks! June 13, '44, they crossed the International Date Line and June 14, 1944 never existed for them! June 21, '44, they reached Fremantle, Australia, where they were given shore leave and an opportunity to meet the friendly Aussies. July 5, '44, they arrived in Bombay, India which was during the monsoon season. The dull, dismal dirty dock crowded with dirty, gaping, emotionless Indians was uninspiring! They boarded a train in Bombay at nearby Ballard Station enroute to Calcutta. They reached Howrah Station at Calcutta July 9, '44, welcomed by an Army band playing American tunes.

They were under the impression they were going to China. Aug.

8, '44, they left by air for Chabua, India where they were billeted with the 803rd MAES until their future home was carved out of the jungle at Ledo by the Naga head hunters and three advance enlisted men. They shared air evac run, TDY, and hospital duties with the 803rd. By Sept. '44, the 821st had evacuated 1,449 patients. At the close of Oct. '44, 1,289 patients had been evacuated for the month with 1,806 being evacuated for the month of Nov.

Dec. 2, 1944, they reached their new home at Ledo, a neat and pleasantly situated area on a knoll overlooking the airstrip. In the distance, they could see the lofty peaks of the Himalaya Mountains, behind them beautiful jungle covered hills. No longer were they to be grateful for handouts from other units. Their job was to evacuate wounded and sick from Myitkyina, Tinkawk Saka, Shingbwiang, Sahmaw, Mauler, Moauk, Nansin and Katha — or any place our planes flew.

Dec. '44 was their biggest month for they brought out 4,575 patients, their first month with the 10th AF. Their total to Dec. '44 was 9,130 patients. Dec. '44, they were entitled to wear a bronze star on their Asiatic theater service ribbon. The flight nurses and medical technicians each received an Air Medal. One DFC and two Soldiers' Medals were also awarded. There were numerous close calls but no major casualties.

Flights A-B-D flew with the 10th AF in Burma, and Flight C with the 14th AF in China. In August, '45 they flew into Japan-held territory to evacuate POWs of the Japanese, some were the heroes of the "River Kwai," some women and children and some had been imprisoned four years, since the attack on Pearl Harbor. By June '45, only Flight C of the 821st was active. When the flight nurses were removed from the CBI, air evac duties were left to medical technicians aided by medical officers from various bases. It is an amazing tribute to the skill, resourcefulness and devotion of all air evac personnel that despite crossing the "Hump," weather conditions, the number transported, and the varieties of injured and sick, not a single death was reported.

The 821st left Ledo for Karachi late in 1945 arriving NY through the Suez Canal.

By Katherine Hack, Gene Rybowski, and Ralph B. Breckenridge



821st techs — Ledo, India



821st MAES somewhere in the Indian Ocean — July 1944

History 823rd MAES Later the 830th

February 1944 the 823rd MAES was formed with the arrival of 24 Lieutenants of the ANC for assignment to the eight-week course — the care and method of evacuation of wounded from battle areas — Air Force School of Air Evacuation, Bowman Field, Louisville, Kentucky. Upon Graduation and receiving the gold wings, the newly designated flight nurses of the 823rd MAES were released from assignment to the First Troop Carrier Command and assigned to the ATC, New Castle Army Air Force Base, Wilmington, Delaware and



Left: Lt. Vicky Newell (on left) and Lt. Rita Shea. Right, L-R: "Spook" Auld, "Ollie" Heritage, Vicky Newell. Cairo, Egypt



R-L: Lt. Betty Glutz, Lt. Vicky Newell, Lt. Mary Feeney. Greenwich Village

the Memphis Air Port, Memphis, Tenn. The 823rd as a squadron ceased to exist; however, the flight nurses and assigned technicians were actively performing evacuation functions transporting WW II casualties from European and Pacific Theaters to hospitals throughout the Continental United States from May to November-December 1944, at which time they were assigned to the 830th MAES, 1500 AAF Base Unit, AAF Air Transport Command, Hickam Air Base, Hawaii. As members of the 830th they participated in the evacuation of wounded from battle zones on remote Pacific islands to hospitals far behind the combat lines and to the United States flying over thousands of miles of Pacific Ocean. These islands included Hawaii, Guam, Saipan, New Caledonia, New Zealand, Australia, Solomon Islands, Shouten Islands (New Guinea), Iwo Jima, Japan, northern Marianas, Micronesia, Philippine Islands, Okinawa, Korea, Malasia, China, and others of forgotten names.

Battles and Campaigns participated in: Central Pacific, Philippine Islands, Luzon-Ryukyu, Philippine Liberation.

Citations: Meritous Service Unit Plaques; Air Medals, Army Occupation Medals; American Campaign Medal, Asiatic Pacific

Campaign Medal (4 battle stars); Philippine Liberation Medal (1 battle star); WW II Victory Medal.

Let's not forget — they served with loyalty and zeal for duty rarely, if ever, equaled.

Original personnel are pictured in the Bowman Book.

By Valeska S. Somlo

History of 824th

June 1944, six nurses and one flight surgeon were assigned from the 826th squadron at Bowman, Kentucky to Palm Springs, California. Within the month, four additional nurses and another flight surgeon were assigned. I believe the other flights at Romulus, Michigan and Memphis, Tennessee were similarly staffed. The day before we were to transport patients, we flew to Letterman General Hospital, San Francisco. We stayed with the same plane and crew throughout our trip. We picked up patients and flew them to hospitals for definitive treatment or to a hospital near their home. The personnel from Letterman would make phone calls to the first stop for each plane and advise the base how many ambulatory and how many litter patients would be off-loaded as well as the ETA. From then on, it was the flight nurse's duty to make those phone calls. At times, these cross country trips would last three days. If there were patients on the east coast, we would make a return trip westward. In the early stages, newspaper coverage was extensive and interest of ground personnel was intense but as the newness of the program wore off, so did the cooperation and exposure.

At Palm Springs, the nurses lived in a one story barracks. We each had our own bedroom and there was one living room to share. We had a field telephone — connected to the flight surgeon's office only. To shower, we had to go to a separate building about 200 feet away. Not exactly living at the Ritz but the gorgeous weather helped a lot.

By Mary Oldehoffe Stehle

History of 825th MAES Later the 830th MAES Flights 11, 12, 13, and 14

I do not have access to official orders or records therefore this is an unofficial history of the 825th MAES from April 1944 to November 1945 when I was discharged.

After the formation of the 825th MAES in April 1944, we were held at Bowman Field waiting for the southern France invasion. On 30 June 1944 we flew to Charleston, South Carolina for overseas processing and debarkation. On 2 July we sailed on the hospital ship Chateau Thierry, spending 18 days on the Atlantic, finally stopping at Oran, Algiers where we were supposed to disembark. We stripped our bunks, dressed in class A uniforms including helmets and canteens and waited on deck for orders. When our Doctors returned, no one on shore knew our final destination. As a result we remained on board the ship to its destination Naples, Italy. Here we were quartered in a bombed out school, which turned out to be in the middle of the red light district. We found out at dinner time that we were flying to Casablanca the next day.

Casablanca was the headquarters for our squadron. Two flights were stationed here. One flight went to Karachi, India, flying to Abadan, Iran and Cairo, Egypt. One flight went to Cairo, Egypt flying to Tripoli, Libya and Casablanca, French Morocco. The Casablanca based nurses did the Lagens A.F.B. Azore Islands run which was about six hours. We were flying in contract C-54's from Pan American, United and American Air Lines with all civilian crews except the flight nurse and the medical technician. If no one relieved us at Lagens, Azores we went on to Newfoundland or Bermuda. This meant a 16-18 hour flight, so we were allowed to go on to Uncle Sugar Able (U.S.A.) for 48 hours.

The Azores were a delightful place to visit, about 1920 era. Taxis were horse and buggies, women in slacks a real novelty. In Casablanca, we lived in crude small wood houses on Cazes Air Base. The showers (enclosed) were in the living room. We had Italian P.O.W.'s as house boys who chopped the wood for hot water and heat.

In January 1945, my flight moved to Karachi, India. Karachi Air

Base was fifteen miles out in the boon docks. Our house was at the end of the base. In back was a Gurka camp, next to it the camel caravan road to Karachi. Being based in Karachi was a different way of living. Our house consisted of living room, small kitchen, three bedrooms and two screened in porches. We rented furniture for the living room. The government furnished cots and dressers. Three servants (tongue in cheek) and gardener were paid for by Uncle Sam. The gardener watered shrubs for several houses and with temperatures that sometimes reached 125 degrees it was a thankless task. We paid for the master bearer, Mohammed who lived in a small house in back. Due to the cast system, we also had Baldy the sweeper who was an "untouchable." They had an Indian kitchen at the end of the house with charcoal stoves. Here they heated the water for our showers. Two buckets for a shower and three buckets for a shower and shampoo. We tried to scrounge coffee, eggs, bread and canned butter so we could fix our own breakfast. The mess hall was in the terminal and so far from our quarters we had to have transportation to go to eat.

Karachi was our introduction to the C-46 aircraft also known as the Curtis time bomb. They had gasoline heaters and a few had blown up so the pilots did not like to use them. Our flights left Karachi between midnight and two a.m. so we could reach Abadan, Iran before the heat melted the asphalt runways. The flight to Abadan was 7½ to 9 hours depending on winds and weather. Abadan was a crew change and refueling stop. The Red Cross gals fed our patients and entertained them so we could have a short break. The flight nurse and medical technician went on to Cairo another 6½ to 7½ hours. Due to the time change we were always eating breakfast. We were replacing a flight of sick nurses so we started with a large back log of patients. On arrival in Cairo we returned on the first plane available. These six months, despite the long tiring flights, were very interesting. Because of the political situation we were restricted to certain parts of the city. The shops contained beautiful materials, jewelry and ivory. We could be honorary members of the British Gymkana club and the Boat club. We went there for dinner and Saturday night dances (formal) when in town which wasn't often. I think I remained overnight at every airfield from Casablanca to Karachi because of weather or aircraft mechanical problems. We put patients up in tents, school houses in Algiers, British hospital in Palestine, hospital in Iraq and one at Sharja, Trucial Oman. My roommate and I returned so many times to Cairo with engine failures that the sergeant in charge of passenger manifests would tell the passengers if we were on board they would probably be back. One night we returned to Cairo three times.

Our flight the last summer overseas was spent on the Cairo, Tripoli, Casablanca run. We were stationed at Payne Field about ten miles from Cairo. Our Quarters were in a long building with an open porch. The rooms were large so we made one area into a sitting room with our rattan furniture we bought in India. Unfortunately there was no privacy as we were on a main street and people walked up and down the porch constantly. Cairo was a fantastic city with so much to see and do. Trips these days were more normal hours. Cai-



Flight A — 825th MAES became Flight II — 830th MAES.

ro to Tripoli, Libya was 6 to 7 hours refuel and crew change then Tripoli to Casablanca 6 to 8 hours. Our patients were freed American P.O.W.'s from Japan, Bataan death march, Merrill's marauders. This was a time you felt you earned your money by just being a female. These patients had been hustled through several hospitals but this was the first time they could really talk to an American female.

Our medical technicians did a wonderful job of supporting us. Our long flights would have been more difficult without them. Unfortunately I was unable to get the names of the technicians in the other flights.

Our squadron covered a distance of six thousand miles from Karachi, India to Lagens, Azores. We had other flights to Dakar, Senegal to pick up Italian soldiers and take them to Naples, Italy. My roommate, Marian Smith was the first American nurse in uniform in Istanbul, Turkey. Alice Johnson was sent TDY to Natal, Brazil flying the Natal to Dakar, Senegal run. In our theater Air Evacuation planes, personnel and patients were considered very special people and everyone worked to take care of them. In fifteen months our squadron flew twelve million miles and we were awarded the Presidential Unit Citation.

Original personnel are shown in the Bowman Book.

By Wilma Shackelford Ford

History of 826th MAES

The sqdn. 826th was destined to be only a training one. We were all anxious to go — trained special and definitely were the best! The enlisted men even bought a black cocker spaniel as a mascot. We had all had our shots, our 201 files were complete — all we needed was orders. However, the 826th was broken up and personnel sent out as replacements. They called all of us leaving Bowman at that time the 830th. When we reached Hickam Field, we were divided into 2 groups — one flew to Saipan and the other down under. I was put in charge of the Saipan group. Our biggest job was bringing to Saipan the injured from Leyte. It was a long hard trip. We left at 5AM and returned about 7PM or later. There was no camouflage for the plane.

By Mildred Osmun Beeman

History of 829th MAES

Many flight nurses as medical attendants aboard medical transport planes participated in numerous long over-water flights returning battle casualties to hospitals in the rear area. Many hours of these flights were flown over or within enemy held territory and were subject to possible enemy interception and anti-aircraft fire. Their devotion to duty and untiring efforts reflect great credit upon themselves and the military service.

Mrs. Jane (Simons) Silva, was on a trip off the eastern coast of New Guinea on a DC-3 when it hit an air pocket and suddenly dropped 1,000 ft. Heavy cargo boxes flew up in the air and came down with such a thud that the entire plane was filled with dust and she thought the plane would break in two.

On another flight to Okinawa in April of 1945, the plane Jane was on prepared to land at a field tent hospital surrounded by mud to pick up the wounded. Instead they were informed to go into a holding pattern for 45 min. while the fighter planes chased off the Japanese planes. She could see the battleships below in the harbor with smoke billowing from their cannons.

On another flight, Jane speialed a patient in an iron lung from the Philippines to Travis AF Base in Fairfield, CA.

A third experience was her most unforgettable, was bringing a load of prisoners of war from Harmon field near Manila to Hickam Field, Honolulu. (No details)

This sqdn. flew the Pacific route with home base being Hickam Field, Hawaii.

By Pauline L. Peterson

A Balkan Interlude

We took off at 8:15 AM from Catania, Sicily. It was overcast and gloomy for several days. Each day a group went out to go to Italy but could get no weather clearance so returned to quarters. Each day

another nurse and a technician would be added to the list to go until we finally had 13 nurses and 12 technicians, who were members of the 807th MAES. We had only been overseas two months. Activated late in 1942, we had been given an intensive 6 weeks training at Bowman Field, Ky. before leaving NY in a large convoy. Cpl. Hornsby from the 802nd MAES stationed in Palermo was hitching a ride back to Italy where he helped the doctors care and sort the patients for us. There was a crew of four. There were 30 of us on board that old C-53 (a converted DC-3 airliner. 1st Lt. Charles Thrasher was pilot, 2nd Lt. James Boggs was co-pilot.

The weather report was a cold front moving down from Naples — but we would get to Bari hours ahead of it — well, we evidently met it right off the Coast of Sicily. I've flown some 1,500-plus hours since and know I have never met rougher weather for such a stretch — we were in such weather for at least five hours. I remember seeing a couple of water spouts on the sea below us. We were on the deck trying to go under, and then 12,000 feet and over trying to get above to no avail. We did come out over Bari, but the radio either failed just after they gave their name, plane number, etc. and asked for landing instructions, or it was sending and not receiving. The pilots did not hear Bari give us landing instructions (we learned 2 months later that they had had an absolute minimum ceiling, but since we were there decided to let us come on in.) We also found out that all other planes that had left Catania that same day had turned back due to the bad weather! The pilots had dared not come down to 500 feet in the weather as the foothills of 600-plus feet were only 30 miles or so from Bari.

I first realized we were over enemy territory when after more than four hours of flying we came over an open area of sky and saw a field below. Thrasher said, "There's a field, we'll try to make it, fasten your seatbelts tight, it may be a rough landing." As we let down through the hole in the clouds, we saw puffs of anti-aircraft fire right up beside us — a slight clank on the tail and we lurched a bit. We took off into the clouds again. The pilot may have seen planes take off. My belief was that we had gone too far north into Italy.

I was sure sometime before this that the radio was not functioning as I sat in the 2nd bucket seat and could see the radio man desperately checking and trying to work the radio. Having made this same trip before I knew it was only about a two-hour flight.

Sometime after the anti-aircraft fire, I was sitting looking out the window and caught a fleeting glimpse of a mountain off our wingtip through the overcast — not unusual — but this one seemed to be higher than we were flying. I was sure we did not have enough parachutes (the ones we had been so carefully fitted with at Bowman Field had not arrived as yet!) and I could count about 6 Mae Wests swinging in the rear of the plane.

I can remember cautiously glancing down the aisle at the nurses — trying to see their reactions (four of the 13 were former stewardesses) but mostly they were a group of stoics. Perhaps our training accounted for it — nursing, airlines and air evacuation — for I could easily see that some of the technicians across the aisle were frightened and apprehensive. Because of their fear, I didn't want to appear to be too anxious about our situation. Nonetheless, as I saw it we had very slim chances, and with these thoughts I started "writing off" all the passengers. The nurses I knew fairly well (2 were married), I knew a few of the technicians and then only by name. I sat studying each one, wondering which might be married, and perhaps be leaving children as well as wives. After having gone down the entire line (some of the fellows were shaking so they had clasped their arms around their knees in an attempt to keep themselves still.) and after checking us all off, I decided I didn't want to know when we hit that mountain so I fixed our Musette bags, loosened my belt and lay back — somewhere along there I must have dozed off.

Thrasher came out some time later and said that we were going down through this hole because it looked like level ground down below. We were to fasten our seat belts tight as we were to make a wheels up landing and it could be rough. He did put the wheels down, however, it was wonderful those first few seconds to feel the wheels roll under us, but immediately we caught and could feel the drag as we mired in and the nose of the plane rooted in the mud. Sgt. Shumway (crew chief) sat in the back of the plane hoping to hold down the loose ends of equipment. He held onto the doorknob of the toilet for support. He could not hold on, and came through the air striking his forehead on the metal ceiling braces and cut his knee on the rough metal floor. I believe he later ascertained that he had kicked Lois Watson on the cheek as he flew past. She received a small cut on the cheek and loosened some teeth. We cleared the

plane quickly. Shumway was carried out and placed on the tail of the plane. Later the men removed part of the bucket seats and fashioned a litter to carry him to a farmhouse.

We had landed in a cornfield which was part of a dried lake bed. It was absolutely empty and we were sure we were miles from nowhere. Suddenly from behind almost every stump, bush and tree, a dozen or more men and boys came running toward the plane. All were carrying guns slung over their backs and some had hand grenades. One man came running right toward me with a big smile on his face, and I just stood watching him come, evidently believing his smile and ignoring the gun. I felt no fear, standing there watching his approach. As he reached me, he grabbed my hand jabbering wildly — of which I could not discern, "Americano, Americano!" Still thinking we were too far north in Italy, I pointed to him and asked, "Italia?" Italy invaded Albania in 1939 and the Albanians were not happy with Italy). He drew back, puffed himself up and pointed to the red star on his blue uniform-type hat, and said, "Russia!" I was dumbfounded — thinking, "We can't be in Russia, we were over water about ninety minutes ago." He had been telling me his allegiance, and I had been asking for the country in which we had landed. He went on to welcome the others and I turned to go back in the plane to get some things. Ann Maness, another flight nurse, was coming out. I stopped and must have stared at her for my mind was in a whirl and all I could think of was, "Ann is here too!" Since I had "written us all off" a short time earlier, I had to shake myself to bring myself back to reality. (Later Ann and I were discussing this and I explained as how I had "written us all off." Ann asked me jokingly, "which way did you think you went, since you were so surprised to see ME there!")

Some of us had gone back into the plane to salvage what we could. Boggs came running to the door to inform us we were in Albania and it was occupied by the Germans. — in fact, they were not far away and may have seen the plane crash. We grabbed what supplies we could — K-rations, bouillon, parachutes, Musette bags with personal items in them. The pilots took out the navigational equipment and the natives ruined the radios trying to salvage them.

Boggs explained that the man on the white horse would lead us to a nearby farmhouse. We walked about 2 miles, uphill, through open fields of stubby grass, bushes and stumps, and there was that constant cold miserable drizzle of rain. The farmhouse where we stayed two and a half days was a primitive place — a fireplace but no chimney, tiny windows with no panes, no furniture. We slept on the floor around the fire — it was a toss-up as to whether we would freeze to death or suffocate from the smoke!

Next day we headed for Berat, a village of 600 houses. The day we arrived, the U.S. B-25's bombed a German installation nearby. We were greeted by the townsfolk with flowers and songs. They thought we were the invasion forces of which they had prayed for. In Berat, we stayed with different families — breaking up into groups of 2 or 3 to a house. During the day, we were given a tour of the city — the local shrines and other sights of interest. We remained at Berat three nights. On the 4th morning, the Germans began shelling the town. Ann Kopsco and I were awakened and went to the door just as two of the technicians went by on their way to ask the pilot what they should do. We decided to head out of town and the small road was crowded. The pilots managed to hitch a ride on a bright orange truck and stopped and picked us up. The Albanians also crawled on board. German planes were bombing the town and each time they passed over we abandoned the truck for cover. We decided to go up into the hills and wait out the raids. In the meantime, the planes strafed the road and the truck we were using.

When we reassembled on the road, we realized we could not account for three of the nurses — Maness, Lytle and Porter. Not only were these three nurses missing but of the 27 accounted for when we crashed, 17 had gone up to hide. The other 10 plus an American speaking Albanian, who had been with us seemed to vanish.

We had been in Albania one week, exactly. We spent four days following a young boy, who actually did not understand a word we said! On the 3rd day, we came upon a village and there waiting for us was the missing 10! While they were waiting for us to catch up to them, they had had a chance to bathe. I was sitting by Jean Rutkowski telling her of our trek when she said, "You know, you positively stink!" We had all picked up body lice and fleas from the native homes. They often pushed a goat out of the way to make room for us at the fire. They did not have any covers to offer us for the Germans took moveable belongings and often hostages so any

extra blankets, dishes etc., were all carefully buried.

We wandered from village to village in search of food. The 27 of us, plus guides, interpreters, and "hangers-on" would eat all their available food. They were anxious for us to move on because of the fear that the Germans would find us there. Their fear of the "Ballista" (opposite of Partisans), who were sympathetic to the Germans was great. The permanent German encampments were fairly easy to skirt but the Ballista slipped about in small groups. For the first three weeks, our main reason for moving was for food and to dodge the enemy.

Thrasher sent a note via a runner to the British the 2nd week. We received an answer via the runner the day after Thanksgiving. They advised us to try and reach them as we were fairly near — a village near Korcza — almost to the Greek-Yugoslav border and we got there Dec. 1st. There we met Gary Duffy and Blondie, his wireless expert. They notified their headquarters in Cairo that we were accounted for. The Army notified our parents that we were in Allied hands. The British SAS made a supply drop and we received shoes and socks which were badly needed as our shoes were worn out. The clothes dropped were men's sizes and the small girls put six pairs of socks on to fit in the huge shoes. The British assigned Duffy and Blondie to accompany us to the coast, where we would meet a boat for pickup.

Our topic of conversation for most of our waking hours was food! The staples for the Albanians was cornbread with no salt and leavening and boiled beans. Occasionally goat-milk cheese which was a strong flavored food, was added.

The day after Thanksgiving, we crossed a mountain rather than go around it for the Ballista had taken a position in a town along the route. Later we learned the Albanians never crossed that route or peak after Sept. 1! Near the top of the mountain, a dark cloud moved in and suddenly we were in a blizzard. This compared to blizzards I had witnessed in Northern Minn. as a child. The guides panicked for the trail was being covered by the snow. Our long line of travelers began slipping, falling and disappearing from sight. The wind was howling so strongly, we could not pass the word to regroup. One of the technicians managed to get up to the head of the line and slow up the guides. Miraculously they stumbled out of the storm, down the mountain to a little village.

The numbing cold had left some with frostbite of fingers and toes. We noticed that as we came into the village some of the natives were chattering and gesturing toward us. This was the usual reaction of the natives so we ignored it. They were excited because we had crossed the second highest mountain after September! This was the second time on this adventure that I didn't expect to make it.

The Germans were aware that we were there and visited the villages asking if a party of Americans with 13 nurses had been there. This gave us hope that they had not captured the other three. We constantly worried about the fate of the three missing nurses.

The pilots decided to ask for planes to rescue us in mid-Dec. We had seen a field near Agrisicostra; were told the Italians used it but the Germans never did. And as far as the pilots could tell, it was not mined. They sent a message to the 12th AF Headquarters asking for a plane to rescue us at this site. The weather turned bad the next day and for 10 days we waited. On the 29th of Dec., we got a wireless that a C-47 with fighter escort would arrive about 1300 hours. There was dissension between the pilots and Gary as he didn't approve of this attempt at all. He had been in the country 7 months and was aware of the possibility the plane might bog down and then we would have more stranded to care for.

The Germans took Agricostra the day after Christmas. It was at this point that the AF decided to add the Wellington Bomber with bombs to circle the town with orders to bomb. We had wired that if we felt it was safe for them to land, some of the men would be holding a yellow parachute silk at the end of the field. Gary disapproved of the signal. He was not aware that eighteen P-38's and a bomber and 2 C-47's would be used. Our messages had been very garbled. We were up on a nearby hill and it was too far for us to reach the area without keeping the planes on the ground too long. We were amazed that the AF would put out that much equipment for so few of us! The rescue could not be made and the planes flew away as the stranded party stood and watched. Then came the long forced march of 7 days to the sea. By now, more than half had dysentery, two were seriously ill with jaundice, and another with pneumonia. Finally reaching the rocky Atlantic Coast, the nurses were met by a British Officer, who fed them chocolate bars and candy. Through the next silent hours of the night they were transported in

one row boat, a few at a time, to the waiting British motor boat. Shortly after midnight, they headed away from Albania to the Allied-occupied Italy, reaching there 9 Jan., 1944. The saga was not ended, though; for not until 25 March 1944 did the three nurses, who had become lost from the party, arrive by an equally circuitous path at 12th AF Headquarters.

Ava Maness, Helen Porter and Wilma Lytle were left behind at Berat. Ava Maness, one of the three mentioned above, tells her story at the WWII flight nurse's reunion May 1988. "We were taken to the city of Berat and hidden in various homes. The next morning, 27 of our group went off to meet an American OSS Officer. Three of us remained hidden in a home. The Albanians told us to keep wearing our uniforms, to act natural, and that if the Germans found us to immediately admit to being American nurses. In two days, we saw Germans out of the windows. Some Hungarian soldiers, forced to fight for Germany, found us. When they found out that we were nurses and Americans, they shook our hands and upon leaving told the Albanians hiding us, 'Take care of the girls'."

Around April 18th, we were told to make dresses so that we would look like Albanian women. Our hostess taught us how to make it in the style of an Albanian dress. When not making dresses, we played three-handed bridge. One night after being in the home four months, we three nurses began driving with two Albanian men who told us we would be coming to a German roadblock and we were to keep our eyes lowered in the manner of Albanian women. We did as we were told, the German walked all around the car and then let us pass. That night, we camped in hills that looked a bit like the Texas Hill Country. The following morning, the OSS Officer met

with us. He was the same OSS officer who met with the second group of refugees.

We got a lot of help from the British, who were well liked by the Albanians. The Albanians who helped us wore red caps and were called partisans. The talk was that they were backed by the Russians. Even an Albanian administrator, who was working for the Germans, helped us. The OSS man was paying money, but these people helping us took risks that money alone could not buy safety. Late one night we were put into a boat on the southern coast of Albania and were ordered below deck. It was a rough ride in the Adriatic Sea and all night long there was the risk of the Germans finding us. The next morning, we put into a southern harbor of Italy called Brindisi. It is precisely at the top of the heel of the map of Italy. It was under Allied control and from there we were taken to Bari, Italy.

The Army gave us orders to keep our mouths shut. I suppose because of the OSS Officer. To this day, I have never talked with the press. At long last, I would like to let the people know some of the things women went through for our country. I am simply telling you history."

The 13 nurses were returned to the states in April 1944 and were sent to the School of Air Evac at Bowman Field, Ky. where they served as instructors for the students. The 13 nurses were: Lts. Gertrude G. Dawson, Agnes A. Jensen, Pauleen J. Kanable, Ann E. Kopsco, Wilma D. Lytle, Ava A. Maness, Ann Markowitz, Frances Nelson, Helen Porter, Eugenia H. Rutkowski, Elna Schwant, Lillian J. Tacina, and Lois E. Watson.

By Agnes Jensen Mangerick



Men of "The Balkan Interlude" minus crew.



Nurses of "The Balkan Interlude" (10 of the 13) Jan. '44 at 26th General Hospital after returning to civilization. On R and R.

War Nurse

She was born in War's grim garden,
A rose of the battlefield,
Baptized under hell and fire
While the world around her reeled.

She stayed at the front against orders
And when GI gripes began
One Joe cried "If she can take it,
I am sure we soldiers can!"

Mercy's angel in a helmet,
She knew many a prison hell;
She lived and died like a soldier. . .
To the wounded she was "Swell!"

With the war she's been forgotten
Like the strains of "Over There,"
But each soldier boy remembers
Some brave War Nurse in his prayer.

-Nick Kenny

THE SECRETARY OF DEFENSE

WASHINGTON, THE DISTRICT OF COLUMBIA

MEMORANDUM FOR UNITED STATES DoD FLIGHT NURSES

SUBJECT: Letter of Appreciation

You, the flight nurses who served during World War II, carved a unique role in history. You met the challenges with skill and determination and served as role models for future nurses. Advances in aeromedical evacuation have greatly improved the timely delivery of quality health care. Be it evacuation of the wounded from the battlefield, or humanitarian airlift of civilian and military personnel, the flight nurse has continued to play a vital role in worldwide aeromedical evacuation.

On the occasion of the 45th year of flight nursing, I am pleased and proud to salute you, the flight nurses of the Army, Navy and Air Force Nurse Corps' for your bravery and expertise. And, on behalf of the men and women of the United States of America, I thank you for your dedicated service and devotion to duty.

Congratulations and best wishes.

Frank Carlucci



802nd MAES Flight nurses in winter gear. L-R: D. Lonergan, C. Mancy, U. Thomas, H. Haskins.



Jenny — Hospital ship pioneer.



Simulated air evacuation practice. Bowman Field, 1944. Nurses and technicians.



Simulated air evacuation — Bowman, with Flight Nurse, Lt. McCain.



Ann Macek, survivor of plane crash Le Havre, France, 1944.



Squadron D, 1462nd AAF Alaskan Division A.T.C. White Horse, Yukon



Parachute class, Bowman Field, Kentucky 1944



Dingie life raft, ditching instruction 815th Flight Surgeon, Capt. Wormsley.



John Payne, Betty Grable, June Haver entertain troops at Bowman, 1944.



"The Scott Field Flyers" — L-R: A. Cox, E. Hiltunen, D. Gusinda, B. Keim, and B. Skule.



December 1944, Milwaukee, WI 6th War Bond Drive Demo team.



Grace I. Mundell, 1st Chief Nurse Bowman Field. School of Air Evac.



Mary Leontine, 2nd Chief Nurse, Bowman



Three Brazilian flight nurses meet American flight nurse, E. Page, 2nd from left.



L-R: Eileen Newbeck, Leora Stroup, Margaret Guddoba members of Michigan's 1st chapter of the Aerial Nurse Corps, meet and serve together in Air Evac, Bowman Field.



Graduation at Bowman Field, 1944. L-R: Lucille Koca, Mary Wilson, Barbara Watts, Elsie Brennan.



Graduation Day April 14, 1944 — Bowman Field, Kentucky



Class 44C April 14, 1944 — 121 graduates, the largest class to that date. Bowman Field, Kentucky



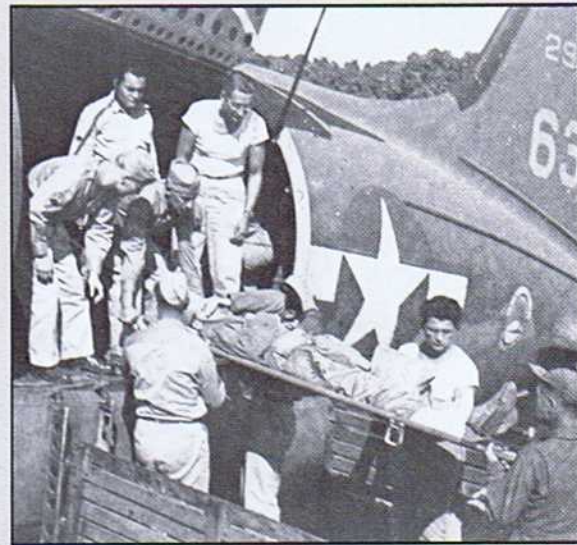
806th Flight nurses try on new uniforms. L-R: Geraldine Curtis, Geraldine Dishroon, Irene McMullen.



AAF School of Aviation Medicine — graduating class 46A, Randolph Field, Texas



Iron lung



803rd unloading patient from C-46 that arrived in Chabua on a Hump flight from Kunming.

Memories in Uniform

Bowman Field

1. Learning to march in cadence — and silly songs like (Be Kind to your Fine Feathered Friends).
2. BIVOUACS — Bugs, rain, pit toilets, exhaustion, and wonderful hot showers back in our barracks afterwards.
3. Dressers we made out of cardboard boxes for our bare rooms in barracks.
4. Flight Nurses Mess Hall and Club — good food and sociability. Favorite game and pass time — Backgammon.
5. Participation in Air Show — Milwaukee, Dallas, Boston, and New York City.

Overseas

1. In flight lunches for crew and patients — Thermos jugs of water, coffee and lemonade. Boxes of sandwiches — mostly tuna fish. Food poisoning resulting from just one tuna sandwich during flight.
2. Ten Hole "out house" on Kwajalein "Hell's Angels" — Nurses Quarters.
3. Brackish cold water showers.
4. Meals at Mess Halls on various Islands — little black bugs baked into the bread — dehydrated eggs etc.
5. Sai pan — Early days of occupation. Extra officer with gun required to ride along on every date off base.
6. Typhoon on Guam — Everyone taken to a large concrete building for 28 hours or so. Plenty of coffee and sandwiches.
7. Laundry drying on clothes line outside our quarters at Hickam AFB — Underwear only items stolen.
8. Nightly out door movies — plus mosquitoes.
9. Nurses Quarters on some islands enclosed with high protective fences and guards posted outside.
10. Getting accustomed to mosquito netting covering entire cot at night.
11. Japanese toilets — Hole in floor. — Straddle it and carry your own paper or go without.
12. Plane load of prisoner of war patients from the Philippines — so happy to be going home to U.S.
14. A few flight nurses — dinner guests of General Harmon at his quarters on Guam. He was killed a short time later.
15. Beautiful and lasting friendships formed — especially while overseas.

By Frances Martin Hill, 830th MAES

Flight Nurse

I have one battle souvenir I shall always keep. It was given me by a young rear gunner, shot down with one of our planes in the Marshalls. He was 19, with dark hair and eyes. He carried a volume of Rupert Brooke's verse everywhere he went. That golden poet of World War I was almost a god to him. Before he died in Hawaii, he wrote a sonnet, "Flight Nurse." And the spirit of it is all the things we hope we might be.

You spanned the brassy dome of burning sky
With winged feet — the wind was in your hair.
And even men who were about to die
Could smile because they saw a woman there.
Your fingers danced across the burning cheek
And cooled the brow, so burning hot with pain.
Delirium would stop when you would speak —
A woman's voice soothes, like gentle rain.
You bound our wounds, roused weary hearts from sleep;
You helped forgotten men to carry on
So each a braver rendezvous might keep
With Life or Death when came another dawn.
In wind and rain we'll build your monument,
And it shall live when tyrant's wrath is spent.

By Second Lieutenant Madeline S. Doherty

Westinghouse Presents "Top of the Evening"

Ted Malone . . . Speaking From Overseas
December 11, 1944

ANNOUNCER:

From the ETO, Westinghouse presents "Top of the Evening" with Ted Malone, bringing you human interest stories of life and events with your men overseas — how they live and work and fight — and most important of all — their thoughts of home and you. Now, Ted Malone, Westinghouse overseas correspondent, with his recorded shortwave broadcast from overseas!

MALONE:

Hello, there! This is Ted Malone overseas. Maybe this is a good time to remind you that American girls have about as rugged a time in this war as anybody. Dodging bombs and bullets, getting lost in the front lines, going down on emergency plane landings with litter patients and German prisoners, ditching in the cold water of the choppy English Channel, missing their meals, losing their sleep and sometimes even their lives, working side by side, regardless of danger, with the rest of the American Army — this is all more or less standard operational procedure, line of duty for the MAES of the 1st Allied Airborne Army.

Becoming pretty much of a commuter these days, I've had the privilege of flying with many of these air evac crews, nurses and techs, on their daily missions back and forth between front lines and base hospitals. They go in in planes packed with ammunition and supplies for the troops and bring back planes loaded with litters, rushing injured boys to hospitals where they can be given every medical aid known to science within only a few hours of their injuries. This is something new in warfare — air evacuation of the wounded — and it is saving thousands of lives. It is also costing a few, and some of these are nurses.

On our flight to Iceland, they told us about the big trans-Atlantic plane carrying a nurse and wounded that started for America and never has been heard of since. It just vanished. Nearly every time I visit air evac headquarters to see old friends, I find empty places at tables because a ship has hit bad weather and plunged into a mountainside. Only a couple of weeks ago, two ships coming in through a blinding English fog that had closed in suddenly over the field, crashed together and crews, nurses and all were lost.

But the girls say, "What do you expect in war?" And there isn't any answer. Until we win and end this fighting once and for all, we can expect these tragedies to go on.

Like the rest of the soldiers, the nurses don't like to talk about their adventures. But the other afternoon with a heavy storm grounding all planes and some hot coffee to go with the Christmas fruitcake someone couldn't wait to open, I collected a few stories that belong in the record.

Red-haired Capt. Jane E. Mobley, from Thomson, Ga. is Chief Nurse of the 814th MAES. Including one Atlantic crossing this Georgian gal has had 32 evacuation missions and just as an example, Capt. Mobley's first flight over was just after D-Day in a plane loaded with hand grenades. The brakes on the ship failed and they came within a few feet of rolling right on over a cliff into the ocean. Capt. Mobley's last trip was a little easier, but not without worries. A storm forced them down on a secondary field with a plane full of wounded and for a few minutes, Jane really thought it might be her last trip.

Of the 4 nurses sitting around the big stove munching fruitcake as the rain and sleet beat against the windows, all of them had stories. Lt. Kathleen Davies, from Bakersfield, Ca., protested at first that nothing special had happened to her. In the Army three years, overseas ten months, she has finished 32 missions without serious mishap, which means in a few words that she's flown with supplies for the troops, supervised the loading of from ten to 24 soldiers, and has brought them back safely to hospitals in England. This isn't quite as easy as it sounds. Many of the fellows on board have never been in planes before and are much more fearful of the flight back than their wounds. Some are in pain and must be quieted. All of them are hungry. All of them want to talk about anything else than the war, and all of them want to show the picture they have of their wives or mothers or sweethearts or children. Sometimes when wounded German POWs are aboard, it takes all the tact and diplomacy a nurse can muster to keep a small war from flaring up aboard a plane

or in stormy weather she sometimes has to care for new ailments not included on their chart. But assuming she overcomes all these challenging problems, then she calls it an uneventful standard operational air evac flight. Of course, she has help. Every nurse is accompanied by an enlisted man she calls her tech. And two of the air evac techs who worked with these girls and figured in these stories I want to tell you tonight are Sgt. Edward Kandvioriski, of Chicago, Ill, and Sgt. William P. Berry, Jr. of Corning, NY.

As I said, Lt. Davis has finished 32 such missions without serious mishap. But there had been a pretty close call a few weeks ago, she finally confessed.

"What happened?"

"Well, nothing the night we were there. But the night after we stopped at a hospital in Belgium, a buzz bomb came over and blew the place to smithereens."

"And if you had been there?"

"Well, but we weren't," Lt. Davis insisted. "The next day was Thanksgiving and we had to get home, so we took off early."

"And you got home all right?"

"Well, no; we didn't. Bad weather forced us down at a bomber base in Belgium. We ate Thanksgiving dinner over there."

"Ah, too bad!"

"No, we had turkey, believe it or not."

"Well, fine! Frozen, I suppose, from the States?"

"Yeh; although the fellows all denied it at first. They insisted that one of their bombs had accidentally fallen on a turkey ranch and all the turkeys had been scared stiff — frozen in their tracks, as the boys said."

Fearful that Lt. Davies was about to give me the bird, I hastily brought Lt. Bredmond T. Maietta into the conversation. She is from Curwensville, Penn. Knowing that I could never repeat her name twice, she said I might call her Betty. Like the others, she's been in the Army three years, overseas ten months. But Betty has a little edge on the others. She has three brothers and a secret in the services — Ralph Maietta, twenty-three, in the AAF; Tom and Pat, nineteen-year-old twins, in the Navy and Army, and her secret in the Air Corps. Betty doesn't really think that they would call off the war if anybody found out she was married, but since nobody except her friends knows it, I assume you are now one of her friends. He's an officer with a heavy bomber now in his second tour of mission. Most pilots tell me one tour of missions is plenty for anybody. So when I meet a fellow on his second tour, I figure he considers himself pretty lucky. The way Lt. Maietta tells it, they both feel pretty lucky finding each other over here.

Lt. June L. Sanders, of Canton, Ohio, almost joined the Goldfish Club a few weeks ago when her plane lost an engine over the Channel and everybody got ready to get out and get in, and June didn't relish the idea. She has a brother, Charles, in the Ordnance Division in France. And although her time in service and overseas is the same as the others, June has gathered a few extra missions, chalking up some 37. Her most exciting flight was one in which they returned home without patients. About half way across the Channel, one engine went out. In a couple of minutes the crew chief came back and said he didn't want to worry her, but she should immediately put on her life jacket and parachute, and he began getting everything ready to launch the rubber raft at the rear door. One motor was gone and the other coughed as it labored to pull the ship through the sky. It was dark outside, no stars overhead, but the black water below was even darker. The plane was losing altitude, creeping slowly along, it seemed hours. But Lt. Sanders said it was only about 20 or 30 minutes until the English shore loomed into sight and in 10 more minutes, they had made an emergency landing at a raft base along the coast. June said never in her life was she so happy to put her feet down on solid ground.

Lt. Emma S. Gingrich, of Lebanon, Pa., said she knew just how she felt, recalling at the same time her most exciting flight home. Ginny, as the girls call her, has been in the service almost four years. She's had 40 missions since D-Day. Their troubles began when, due to some misunderstanding, they flew to the wrong field to pick up wounded. The order, apparently, called for them to land 12 miles west of a certain city and they landed 12 miles east. When they opened the door of the ship to ask for the medical officer, a jeep came hurrying across the field and the excited soldier shouted to them to get into the air as quickly as possible, they were square in the middle of the front lines. He didn't have to shout twice. They slammed the cabin door shut, started the engines and roared across the field for all they were worth. Locating the correct base 12 miles the other side of the city, they came in for a landing, only to find bad

luck still hounding them. A soft bomb crater caught one wheel of the plane and swung it around to a stop just as another plane sped by and although no one was hurt, the ships collided and sheared off the wing of Ginny's plane. As she described it, "We knew then we had had it."

The only thing to do, then, was to double up with another crew and leave a crippled bird in the bomb crater. That is just what they did. The patients were brought aboard and in sqdns. of three with one navigator each flight, they started for a base hospital down by Cherbourg. All went well until they neared the tip of the peninsula, when a Channel storm blew in and in the rain and clouds the planes became separated and Ginny's plane got lost. For an hour or more they flew blind, hunting for a landing field. Once, out over the water, they were challenged by ships at sea and turned and fled before they were shot down as the enemy. The pilot called Ginny up and said he had just five minutes of gas left, and he was going to have to make a forced landing. So the nurse went back into the cabin, reinforced all the life belts, packed pillows and blankets around the patients and waited. There were so many tiny airfields in that section that the pilot found a little one to try to come in on, hoping that he could stop the rushing plane before it reached the end of the runway. He made it. It was no small miracle, but he made it. Then the problem was, what to do with the plane full of wounded on a deserted air field at night? War is curious, though; strange things happen. Up drove a sergeant in a jeep, he'd been out hunting for cider, seen their ship in distress and rushed to them when they landed. He took the pilot and nurse to a nearby hospital to arrange for accommodations for the wounded and the next morning when they saw how small the field was, they knew the pilot could never get a loaded plane out of it, so they loaded the patients into ambulances and drove to another field and the pilot and crew pulling the ship clear back to the edge of the runway gave both engines the gun and just barely made it over the fence of the smaller field and then flew to the larger one, sat down, reloaded the wounded and brought them home.

"Exciting?" Well, Ginny admitted nothing like that ever happened in Lebanon, Pa.

The nurses and medics and doctors of the evac unit, dodging bullets and bombs, are there flying right up to the front lines to bring the wounded back. The nurses of the American Army are soldiers in every sense of the word. Most of them will live to tell you more stories when it is all over, but some of them give their lives saving your boys fighting for you.

This is Ted Malone overseas, returning you now to NY and Westinghouse.

801st MAES IN KOREA

The following fifteen pages are reprinted from the book entitled **801st MAES** and traces the history of the 801st Medical Evacuation Squadron from its activation through the Korean Conflict.



Col. Allen D. Smith
Commanding officer



Lt. Col. Jesse K. Grace

A SHORT HISTORY OF THE 801st MEDICAL AIR EVACUATION SQUADRON

Air Evacuation of the sick, wounded and injured, which became a military necessity early in 1942 and today is ranked as one of the five greatest life-saving measures of military medicine, is an accepted procedure in the Air Force, Army, Navy, and Marine Corps. It is the "method of choice", in the prompt removal of the wounded from battle zones in all parts of the world, according to the Air Surgeon of the Air Forces. (Taken from an article written in 1945).

The achievements of the air evacuation program, which as late as 7 December 1941, was considered by many military authorities to be "dangerous, impracticable, medically unsound and militarily impossible", have been so startling that one high officer of the Air Force has predicted that air will be the open road by which all the wounded may be transported in any future wars.

Military authorities support air evacuation today because it has proved its feasibility from the standpoints of logistics and strategy. Medical personnel endorse and favor it because it provides casualties with the best possible care in the shortest possible time. Others have turned from skepticism to approval after noting its value in stimulating the morale, and consequently in hastening the recovery, of the wounded.

The story of how air evacuation has developed in the Pacific Theatre, starts almost simultaneously with the opening of American offensive action. Almost as soon as planes could land on air strips wrested from the Japanese, supplies were flown in, and patients were flown out.

The first experiment with air evacuation on Guadalcanal occurred on 6 September 1942. In the next five months 7,000 patients were evacuated by SCAT— always in the same planes that had flown in, needed food, and medical supplies.

Evacuation planes flew out of Tinian a few hours after the airfield was taken from the Japs. Aerial evacuation was an urgent necessity during this action, during which repeated efforts to move the wounded with small landing craft had failed.

The "Transport Air Group," made up of Army, Navy, and Marine personnel, transported 250 patients in a single day from Tinian. The evacua-

tion was 100% successful, although the fields were blacked out for both take-off and landing.

TAG planes landed on Saipan one week after D-Day with penicillin and left with the wounded. It was the same story at Peleiu in the Palaus. Frequently the planes were under enemy bombing, even during the loading. Evacuation from Peleiu was begun in the midst of fighting, but no patients, it was reported, suffered ill effects.

ATC, operating a vast network of military transportation routes to all parts of the world, actively began long range air evacuation in the Pacific areas in January 1943, when five litter patients were transported from Karachi, India, to Walter Reed Hospital, Washington, D.C. The trip halfway around the world, emphasized the necessity for establishing facilities and procedures for handling patients being transported over long distances. During one week of heavy work, 1,394 patients were moved. Perhaps, we can compare this figure with that of 5 December 1950, when 3,925 patients were air lifted in one single day.

Combat experiences in all wars are different, and the Korean conflict is no exception. The tactics and military maneuvers employed, must of necessity be different, since the rugged terrain of the Korean peninsula is unlike any country in which our forces have previously engaged in battle.

In the Korean combat zone, due to inadequate roads, rail and port facilities, medical air evacuation has been more valuable than during any other military campaign.

Korean roads are in very poor condition, most of them being merely winding dirt trails, snaking through mountains and valleys. In populated areas there are many roads, some of them good, but in the areas where some of the worst fighting has been taking place, particularly in the high mountainous areas where rocky peaks rear 6,000 feet into the air, there are few roads, and practically none are fit for ambulances or vehicles. Sometimes, bearers have to carry wounded for miles under terrible conditions of terrain. Travel on Korean roads is further complicated by continuous dust clouds stirred up by a continual



flow of trucks, tanks and other vehicles.

Railroads in Korea are in poor condition. Because of the time and material required to repair bombed out bridges and tracks, rail facilities have been considerably behind road traffic in availability. Still further, the Korean rail network is very limited and there are large areas of Korea which are hardly touched by rail lines. Because of the condition of both roads and railroads, even when available, travel on either is extremely hard on sick or wounded soldiers.

The 801st Medical Air Evacuation Squadron of the 315th Air Division (Combat Cargo), has evacuated by air over 190,000 patients from the beginning of the Korean conflict through 10 November 1951. This figure does not reflect the true number of casualties, however, since some patients are moved by air several times, from point to point in Korea, from Korea to Japan, or from point to point in Japan.

This air evacuation operation has been accomplished by Combat Cargo using C-54, Skymasters and C-47, Skytrains. Only in emergencies have other types of aircraft (C-46, Commandos and C-119, Flying Boxcars) been utilized. The intra-Korean shuttle of patients is necessary since patients are lifted from forward airstrips by C-47's, capable of getting into frontline fields, back to Army Hospitals within Korea. Patients expected to recover within 30 days are kept in

Korea.

Patients flown out of Korea, generally in C-54s, include all types of cases to be hospitalized for more than 30 days or those requiring specialized treatment. These patients are moved directly to general hospitals in Japan from major airstrips in Korea. Most of these patients have been hospitalized for short periods of time before undertaking this, a one to five hour flight, to the hospitals in Japan.

Intra-Japan flights are required to move patients from station hospitals in southern Japan to general hospitals further north in the Osaka and Tokyo areas, where they will receive specialized treatment.

The advantages of air evacuation have been proven in this theater. The patient realizes immediately that he is leaving the scene of his misfortune faster than by any other possible means. He realizes that it will be only a short time before he receives the best possible medical treatment. Dr. Elmer Henderson, former President A.M.A. while observing medical care in Korea said, "I talked to many of the wounded, and all of them were outspoken in their praise of the medical treatment they were receiving." One soldier, a negro lieutenant, told me, "Doctor, I was wounded when a mortar blew up. I was taken to a First Aid Station in 5 minutes, and within 55 minutes I was on a plane heading for



a hospital. When they take care of you like that, a man doesn't mind fighting."

Let us contrast this treatment of Americans with the medical care rendered wounded by our enemy. Eighth Army interrogation of prisoners of war in late January of this year, revealed that because of the large number of casualties, shortages of medical equipment and personnel, Chinese communist troops wounded in Korea are sometimes left to take care of themselves. As a rule, the serious Chinese wound cases are evacuated to the rear, using local villagers as litter bearers. Depending upon the individual commander, men left behind are provided with rations for one day. More frequently they are abandoned without either food or weapons.

United Nations patients are moved to the best possible medical treatment within a short period of time. Physicians with special training are usually located no further forward than fixed surgical hospitals. Adequate surgery and other forms of treatment cannot be performed as efficiently in the most forward areas.

It is generally agreed that airplane travel causes less trauma to patients than does surface travel, particularly slow, bumpy, dusty, surface travel in Korea. At selected altitudes, and with necessary medical supplies including oxygen, almost any type of wound case can be evacuated by air. Ground transportation is saved for use by actual

fighting troops if the sick and wounded are air evacuated from combat areas. Air evacuation of Marine patients from Hagaru-Ri and Koto-Ri in North Korea was a definite deciding factor in the ability of the surrounded units to free themselves from Chinese encirclement.

Combat Cargo aircraft alone have evacuated patients from more than thirty different airstrips in Korea, most of them no better than stateside cow pastures, and some of them infinitely worse. Helicopters have lifted patients from mountain areas that surface transportation could not possibly penetrate effectively.

Actually, our transport aircraft have progressed in size and capabilities. The C-124, Globemaster, can comfortably transport 127 litter patients. With each new and larger type of aircraft developed, ingenious means of heating and cooling have been installed as have mechanical loading aids.

The patient can now be transported from the battlefield back to a Mobile Surgical hospital by helicopter. After the patient's condition has become stabilized, he can be evacuated to a rear area hospital for definite care, or be carried all the way to Japan or the Zone of the Interior as his condition and military needs dictate.

There seems to be little doubt that air evacuation will continue to grow with leaps and bounds, as only time will tell.

Medical Service Officers



Major Maynard Tikham



Major Charles Peterson



Major John J. Waters



Capt. Charles Stefka



Major Joseph L. Gross



Capt. Thomas J. McGinley
Capt. Charles Daniels



2/Lt. Kenneth D. Hester



2/Lt. Pellegrino J. Tozzo



2/Lt. Richard J. Gabel



Major Lucile Slattery C.

Flight Nurses



Capt. Pizorka, Stella, A.



Capt. Gregg, Anne, M.



Capt. Gustafson, Wanda



Capt. Wiggins, Mary



Capt. Palm, Jamie F.



Capt. Kinkela, Lillian M.



Capt. Hovland, Otelia



Capt. MacDonald, Sarah K.



Capt. Troxell, Miriam L.



Capt. Chernak, Olga L.



Capt. Nobile, Antoinette



Capt. Jane, Murphy, E.



Capt. Sallade, Marrion, R.



Capt. Sanders, Mamie, C.



Capt. Vaslet, Mary T.



Lt. Chicken, Grace



Lt. McCarthy, Loretta



Capt. Feagin, Janice



Lt. Baxter, Mary J.



Lt. James, Marian



Lt. Kricker, Pat



Lt. King, Wanda M.



Lt. Wilson, Dorothy J.



Lt. Pacific, Mary L.



Last Row — Lts Wensink, Rhue, Brooks, Pfeiffer, Hellpap.
Front Row — Lts Anton, Garvin, MacDonnell, Harris.



M/Sgt. Wayne E. Simcox

Medical Technicians



M/Sgt. Irven, McGlocklin



T/Sgt. Clifford, Nelms



T/Sgt. James Smith



M/Sgt. Kitckin Alston



T/Sgt. Charles Stump



S/Sgt. Carl Bradley



Sgt. Rudolf Kimmich



S/Sgt. Horace Waters
S/Sgt. Kenneth Couture



S/Sgt. Andrew Wash
S/Sgt. Douglas Stratton



T/Sgt. K. W. Hall



S/Sgt. Alexander L. Harley



S/Sgt. Robert English



Cpl. Guillermo Siqueiro



S/Sgt. James Belew



Cpl. Herbert Watkins



S/Sgt. Ecidar, Duram



Cpl. James Hance



Cpl. Felix Gajewski



Cpl. J. D. Davies



T/Sgt. Reginald Butler



S/Sgt. Jim Burkholder



Cpl. Robert Bowden



Cpl. Tom Ledbetter



S/Sgt. L. J. Thrasher



Kirby, Ledbetter, Honeck, Kimmich, Halley, Corley,
Siqueiro, Lewis, Maus & Johnson.



Cpl. James Martin & Crew Members

150,000 Air Evac. Patient



The Day of The Record Load





LOADING IN KOREA



Lt. Lipman and Pilot Check Patients



Drew Shuttle



First Evac Trip From Korea C-124



Col. Smith Briefs his Boys

"Winged Medics"

I'm a man of the Eight-O-First,
I do my best, our foe, their worst.
I bring men back from the firing line
to the "docs" in the rear,
In plenty of time.

I tend their wounds
And ease their pain,
In turbulent weather,
sun, snow, or rain.
I give them smokes,
and light them, too,

A spark ignites when
they smile at you,
And suddenly you feel
so morose and blue
when so politely they ask
a boon or so;
You comply, then hear,
"Thank you, Joe."

Then soon I land at a southern
strip,
Off-load those boys,
And make another trip.
This goes on until we get them all,
The sun soon sinks and darkness falls.

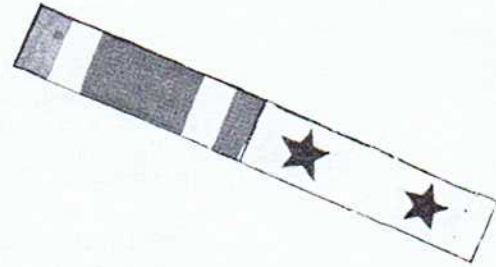
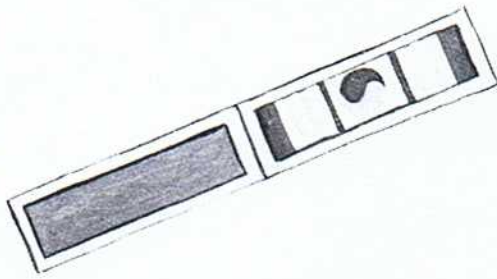
My day is done,
And I'm all in, I return to my tent
and from deep within,
I hear the laughing,
joking techs,
Who should really be
such physical wrecks,
From arduous hours, the mental strain,
Of easing, and soothing
Their patients' pain.

Their deep concern over
that pale, drawn face,
no matter their color, creed,
or race.

So suddenly I feel a spiritual lift,
And thank God for that American gift
of humor, sentiment, and also love,
And then I remember that God above
will forever remain with me and thee
and those who strive to keep men free.

I realize then, I have His guiding hand
When I treat that sick or wounded man.
Let him be in pain, or hunger, or thirst,
He'll know he can call on the
"Eight-O-First".

Sgt. Robert L. Campbell,
Medical Technician,
801st Med. Air Evac. Sqdn.



AWARDS AND DECORATIONS

801ST MED AIR EVAC SQ

1950 - 1951

AWARDS: for the Korean Conflict, 1950—1951

1. The Presidential citation for evacuating a total of 1,449 battle casualties from the Suwon-Kimpo area, 21 September to 30 September 1950, and 4,689 battle casualties from the Chosin Reservoir, 1 December to 10 December 1950.
2. Battle Stars: 2
U.N. Defensive, 18 August to 15 September 1950.
U.N. Offensive, 16 September to 2 November 1950.
3. Legion of Merits: 4
4. Bronze Star: 4
5. D.F.C: 2
6. Air Medals: 72
7. Oak leaf cluster: 21
8. Commendation Ribbon: 12
9. Korean Presidential Citation



Col. Smith and M/sgt Johnson



Col. Smith and M/sgt McMahan



Capt. Kinkela Completes her 100th Korean Mission



Ashiya January 1932



Tachikawa January 1952



Tachikawa January 1952

First Plane to Evacuate POWs From Hanoi

On a misty morning in February 1973, a U.S. cargo plane veered toward the only Hanoi airport runway that wasn't bombed out.

Rows of North Vietnamese soldiers stood stiffly at attention in the grass along the runway. Nurse Patricia Clark Stanfill remembers thinking, "They have guns laying in the grass."

Stanfill, a Lt. Col, was a flight nurse on the first air evacuation plane to land in Hanoi and retrieve American prisoners of war in Vietnam. It was a mission of anticipation and anxiety.

"We had been told that if something happened, they weren't going to come get us," recalls Stanfill, a certified nurse mid-wife at Barksdale, La. hospital. As the plane landed, "there was no question in my mind this was not a peaceful thing."

Many of the POWs had been captured five or six years earlier, some longer. As one boarded the plane, he grabbed Stanfill and kissed her.

"I don't think any of them really believed we were leaving until we were airborne," she says. "They had been told, yes we're coming: no, we're not. It was very difficult to believe it was finally over."

"I can still remember that as soon as we got up and the landing gear came in, everybody just stood up and cheered."

The POW flight was the apex of Stanfill's two-year tour as an air evacuation nurse from May 1971 to May 1973. During her tour, Stanfill flew out of either Japan or California mostly to Cam Ranh Bay to pick up patients. It was a complete role change for her, after having worked in a small community hospital's obstetrics department in Pa. "I wanted to be part of what was happening. I wanted to be able to help the guys."

The first time she flew in-country she felt the hostility. And she saw the results. — remembering a first lieutenant, who had been fragged — when they used to throw the grenades in the tents. He was so amazed that his had happened to him.

She remembered bringing him back and just talking to him. He had lost both legs. The roar of the C-141 prohibited much conversation. Many times on the five or six hour flights she sat and listened, holding their hands. "A lot of them had feelings of, 'What is going to happen to me when I get home?'" Her perspective on the world changed too. "It gives you a grip on what else is out there. We aren't in this tiny little world apart from everybody. Things happen in other parts of the world that we're involved in."

When she recalls the anguish of Vietnam, she also remembers that last assignment — flying the POWs out — in a very positive way. "Knowing that it was over and that this was the last of it and we weren't going to have to bring pieces home any longer — it was a good way of ending the tour and in a way helped me a lot, being part of that, that happy era at the end."

From The Times Shreveport-Bossier June 19, 1988.

AF Nurses Care for Hostages on Flight to Freedom

"The scene at the Algiers International Airport was unreal: After midnight, dark and raining. Our two medical evacuation planes were surrounded by photographers and a double line of soldiers. Inside that circle, we nurses were waiting to air-lift the 52 American hostages to Germany and to freedom."

"All we had been told was that the hostages were fairly well and ambulatory. All we could do was hope it was true, and wait, walking back and forth between the planes, checking every detail over and over, and planning how to handle all the possible emergencies.

"All of a sudden they were there. The Air Algerie plane landed near ours and taxied right by us. We could see the hostages at the windows, waving and flashing V-signs.

"When they were finally cleared for flight, the hostages didn't just walk to the American planes — they ran all the way. We nurses were standing at the steps, ready to shake their hands as they boarded the plane. Instead, all of us found ourselves hugging and kissing one another — 70 grown-up people laughing and crying, hugging and kissing. It was an incredible moment. I'll never forget that moment."

That was how it happened for Capt. Gretchen Malaski, one of the four German-based American Air Force flight nurses, who was cal-

led on Jan. 20, 1980 to escort the hostages on the final lap of their journey to freedom.

For her fellow flight nurse, Capt. Thomas Gormley, "our first encounter with the hostages was like meeting people from another planet. Some were dazed; they couldn't believe what was happening to them. They kept exclaiming, 'Oh my God, are you really Americans? Those uniforms look great! You're the neatest thing we've seen since we left the states.'"

"Then as they walked down the aisle of the plane, meeting their buddies and talking to us, you could see them decompressing, realizing that they were out of it at last. By the time we took off, they were cheering and applauding."

Flight nurse Capt. Angela Hardy was shaken by "the look in their eyes" as the hostages boarded the plane. "Most were completely ecstatic at that moment. But some were weak and emaciated — walking skeletons — and all were totally exhausted. You could see how starved they were for affection and friendly faces, and how they were reaching for physical contact with Americans. You would have hugged them too."

For both the hostages and their nurses, the three-hour flight to Germany was an almost explosive emotional experience. In a telephone interview, three of the nurses assigned to the flight told what it was like to meet face-to-face with the 52 hostages freed from Iran who at that moment were the focus of half the world's attention.

The nurses are members of 2nd Aeromedical Evac Squadron — the European branch of the 375th Aeromedical Air Lift Wing at Illinois' Scott Air Force Base. Stationed at Rhein-Main Air Base near Frankfurt, the squadron flies 10 patient-evacuation missions per week in western Europe, northern Africa, and eastern Asia in addition to two weekly flights to the states. To carry out those missions, the squadron maintains a fleet of specially equipped C-9A "Nightingale" hospital planes with a staff of up to 30 flight nurses plus 65 technicians who are specially trained to care for patients sustaining every kind of injury and trauma. Two "normal" alert crews (one nurse and one med-technician each) are kept available at all times on 30-minute standby.

For more than a year, the hostages' ordeal had kept the squadron in an intermittent state of crisis. Since Christmas, the air-evac crews had been almost continuously on a special hostage alert that called for two full crews for each of the two planes needed to transport the 52 hostages. By the final weekend of negotiations with Iran, the personnel preparing nursing schedules were working overtime to staff the squadrons' routine missions and to maintain two fully rested special-alert crews in constant readiness for instant take-off.

When the flash finally came at 7 o'clock that Tuesday night, the flight nurses assigned to hostage alert were fully prepared. All had packed their bags for five days flying. They snatched up their kits with narcotics, emergency drugs, and other medications and were on the planes with them in 30 minutes. The crew directors who were assigned to each plane — Capts. Malaski and Hardy — conducted briefings on emergency procedures and also saw that the crew's passports were in hand along with manifests for the patients.

Meantime, Capts. Gormley and Debra Kelly, the fourth nurse, were checking out the planes' medical facilities: the special-care area with built-in oxygen tanks; the nurse's station with air-to-ground communications links; and the medical supply section with sink, medical table and bottle storage. Each of the planes had been prepared in a 1-in-40 configuration that accommodates up to 40 ambulatory patients in addition to three or more stretcher cases.

With a strong tail wind to help, the two C-9As took less than two hours to reach Algiers' Houari Boumediene Airport where they were to rendezvous with the Algerian plane that carried the Americans to Tehran. Enroute, State Department-assigned physicians told the nurses what little they knew: All the hostages were said to be ambulatory; none were known to be gravely ill. The doctor's advice: "Use your head, look and listen, and be prepared for anything."

On landing at 9 PM, with more than three hours to wait, the nurses lost no time. The crews on the two planes conferred on the kinds of problems they might encounter, especially among the older patients. They decided who would be in charge of cardiac arrests, and where these patients would be placed in the planes. And they contrived the kind of physical environment they thought would make the returnees from Iran more comfortable: Yellow ribbons were hung from the luggage racks; seats were turned to create conversation pits; and copies of Stars and Stripes and current magazines were placed on every seat.

Once the group was aboard, the nurses' first crucial assignment was counting heads. The crew had just 15 minutes to make what was called an "eyeball assessment" of the hostages and their fitness for flying. The fast check showed that these were "basically healthy people" who had endured stress with remarkable courage.

By the time the plane was in the air, the mood was jubilation. The released Americans roamed the aisles, asking the crew to autograph their copies of Star and Stripes, exploring the flight deck, and getting reacquainted with fellow hostages they had not seen in 14 months of captivity. They wanted to know all the nurse's names and they bombarded the crew with questions: What had been done to free them? Who was playing in the Super Bowl? What was the weather in the states? What was it like to be a flight nurse?

The nurses had much to do. The weaker returnees had to be helped to walk. There were headaches and upset stomachs to attend to. There were Air Force parkas to distribute to cover a wild array of clothing: sandals, sports and T-shirts, Marine fatigues, and turtle-necks. None had shoes and when asked why, were told that the Iranians took them away under the impression that the heels might contain radio transmitters.

The nurse's most important job was to listen. Most of the men talked constantly and compulsively about their experiences in captivity; the bad food, the death threats, the solitary confinement. Some talked of being beaten in ways that left no obvious scars. Some told what it was like to be imprisoned in a box for four months, living on nothing but bread and water all that time.

The signs of suffering and insecurity were plain to see. Some talked intensively about their feelings, others brooded and stayed in their seats. The nurses sat with them and urged them to show their feelings. They kept a close watch out for depression. Some were over-excited and others were withdrawn. Some couldn't stop talking about their families and others cried. Some of these people changed completely in the course of the flight. Their expressions, the way they carried themselves and the way they talked improved. The fact they were among friends and were considered important once more did the trick. The landing at Rhein-Main was as emotional as the take-off. They were bewildered by the warmth of their reception at the airport — for some it was a reminder of the Iranian mobs. Some were reluctant to leave their seats. They were assured they were going to a good hospital, would soon be picking up their lives again.

For the flight nurses, it was over. Their job is crisis intervention, continuity of care is the hospital's department. All were weary; within a few hours they were recalled to the base to face the TV cameras and to meet former President Jimmy Carter.

**American Journal of Nursing March 1981 Page 445.*

Air Evac Highlights

The first class of the School of Air Evacuation graduated from Bowman Field, Ky. Feb. 18, 1943.

Bowman Field, Ky. at Louisville was the first School of Air Evacuation.

Lt. Mae Olson was first white woman on Munda, Guadalcanal.

First nurses to return from service in South Pacific, Lts. Seraphine Petrocelli, Regina M. Brown, Gerda H. Bouwhuis arrived from New Caledonia to go through the School of Air Evac. They each received the Air Medal. AP. 1944.

Lt. Elsie Ott was the first flight nurse to receive the Air Medal for a flight from India to the U.S. with five patients. She was an Army nurse with no Air Evac training and had never flown before. She later went through the School and returned to the CBI where she served with the 803rd MAES.

Lt. Regina M. Brown's first trip to pick up wounded in the Pacific was actually the first time she had ever flown in an airplane. The school had not taken time to give the desperately needed trainees flight experience.

Flight Nurses Graduated 1942-1963:

Bowman Fld, Ky. Dec. '42-Oct. '44	1049
Randolph Fld., Tx. Oct. '44-Oct. '50	638
Gunter AFB, Ala. Oct. '50-Oct. '59	1976
Brooks AFB, Tx. Oct. '59-'63	140

Total By 1963.....4,733

Lt. Gerda H. Bouwhuis piled up more fox hole hours than the other girls by spending an entire night in one on Guadalcanal. She watched while American P-38's shot down two Jap zeros.

Lt. Seraphine Petrocelli was stalled on Guadalcanal on the 13th of one month — the 13th being the favorite bombing date for the Japs as Tojo's son was killed on the 13th. A bomb fell about 100 yds. from the fox hole — no injuries.

2nd Lt. Geraldine Dishroon received the first pair of flight nurses's wings from General David Grant, Air Surgeon Feb. 18, 1943 and was the honor graduate.

Lt. Ellen Church was mentioned in a wire service story from Gen. Eisenhower's headquarters. It read like this, "Another woman, who did heroic work yesterday in the drive toward Bizerte was Lt. Ellen Church, a nurse in the Air Evac Unit of the AAF."

Lt. Dorothy P. Shikoski, better known as "Sky" was on her way to pick up a load of wounded on Guadalcanal when the plane developed problems and spun in. Rushing to pull a crew member to safety, she was injured. Instead of abandoning ship, she rushed about gathering up medications which she took into the raft with her. She was awarded the Air Medal for bravery.

Lt. Ellen E. Church was the first nurse employed as an airline stewardess in the U.S. She served with the 802nd MAES in North Africa. She later died as a result of injuries sustained when she fell from a horse.

The 802nd MAES was the first air evac squadron to serve in any theater of war — in North Africa. The 801st followed suit in the Pacific area.

Lt. Catherine Grogan was the first chief nurse of an air evac sqdn. to serve in a theater of war — with the 802nd in North Africa.

Among Air evac nurses at Bowman, the flight time record holder was 2nd Lt. Mae E. Olson — a former hostess with American Airlines with 2,700 hours. Next in line was 2nd Lt. Sylvia E. Antwerp, hostess with United Airlines with 2,200 hours in the air. Third was 2nd Lt. Cora E. Conerly, who compiled her 1,200 hours with Western Airlines.

Members of Michigan's first Chapter of aerial Nurses Corps of America were Lts. Eileen Newbeck, Leora B. Stroup and Margaret Gudobba. This organization was a forerunner of MAE and Lt. Stroup later became the instructor of the Dept. of Aviation Medicine and Nursing at the School of Air Evac, Bowman.

Lt. Ruth M. Gardiner, from the 805th MAES was the first flight nurse killed in combat, in Alaska. She is buried at Arlington Cemetery.

Nancy Leftenant-Colon, was the first black nurse to be commissioned into the Regular Army Nurse Corps.

The 6481st Aeromedical Grp with C-124's evacuated the first 100 patients from Dien Bien Pu, Korea — better known as the Wounded Warriors. Nancy Leftenant-Colon helped with this evacuation.

April 1945, the 806th MAES set a world wide record by evacuating 17,287 patients for that month. This set a record for monthly evacuations in any theater of operations by any squadron and the record still stands today.

Leora Stroup, Assistant Training Officer of the School of Air Evac, had 100 solo flying hours.

Reba Z. Whittle was the first flight nurse to be imprisoned by the Germans and the first repatriated. She died in 1981 of cancer.

First slacks worn by flight nurses were designed by Maj. Mary Leontine and Capt. Ed McBride at Dayton, Ohio. Slacks, not previously worn by ladies, except Marlene Dietrich was a must for flight nurses.

Helena Ilic Tynan was first American woman to set foot on Emirau of the Admiralty Islands in the Pacific.

Dolly Vinsant Shea is the only American woman buried in the U.S. Military Cemetery in Margarten, Holland.

The first medical chests aboard air evac planes was an Army footlocker and each item had to be accounted for after each flight.

July 1945, 4 flight nurses and one flight surgeon were assigned to Berlin, Germany to evacuate Pres. Truman or any American personnel, who became ill during the Potsdam Conference. Nurses assigned were: Lts. Dolores Dilger, Winna Jean Foley, Grace Hawkes and Doris Stock, along with Major Cannon, M.D.

Lt. Florence Twidale flew the first evacuation plane of American wounded from the Continent of Europe to the U.S. in a C-54 with 16 patients. The flight originated at Orly Airfield near Paris, France Dec. '44. T/3 David Winston made the flight with her.

The first organized mass evacuation in the ETO took place Dec. 1943 when the 806th MAES flew 218 patients from Northern Ireland to England in bad weather.

June 6, 1944, the invasion of Europe began. The first authorized air evac from the Normandy beachhead, which started the largest mass evac ever known, began on D-Day plus five.

Flight nurses were the first Army nurses to reach China and Europe after the Invasion. They were the first Army nurses on the beachheads.

The first uniforms for flight nurses were designed at Wright Patterson Field with the assistance of Maj. Wm. Jordan, Capt. Grace Mundell, Lts. Gerry Dishroon and Westmoreland. The uniform was gray blue in color and consisted of an Eisenhower jacket, skirt, trousers and overseas cap. The cap was bound in maroon braid. A blue shirt and maroon tie were worn with it.

The first Trans-Atlantic medical air evacuation from the ETO was made Nov. 1943 by Lt. Jean Bartholomew, who flew with 12 patients to the U.S.

Capt. Grace Mundell, ANC was the first chief nurse at Bowman School of Air Evac and her outstanding work helped set up the school and prepare for the rapid inpouring of nurses. She was replaced by Capt. Mary Leontine, whose operational skills helped shape the school into a model set up.

Maj. Scott Smith was the first Commanding Officer at the School of Air Evac but was replaced by Col. Ralph T. Stevenson, who was responsible for its expansion and development. He was later replaced by Col. John McGraw.

The School of Air Evac was originally called The 349th Air Evac Grp. June 25, 1943, the school was renamed The Army Air Forces School of Air Evacuation.

The first and only glider air evac in the ETO was made March 22, 1945 by 2nd Lt. Suella Bernard, flight nurse and Maj. Albert D. Haug, flight surgeon, members of the 816th MAES, from Remagen, Germany to an evac hospital in France with flying time of 30 minutes.

Lt. Col. Elizabeth Goker was one of the nurses asked to fly to Hanoi, North Vietnam to help evacuate American POWs from Hanoi.

Maj. Marcia Tate participated in Operation Baby Lift — returning Amerasian children fathered by American military men in Vietnam to adoptive parents in U.S.

The first large scale evacuation of sick and wounded during WWII occurred at Guadalcanal in Aug. and Sept. 1942.

Lt. "Tex" Gleason of the 803rd MAES, CBI, parachuted in the mountains of China when the C-47 she was flying in crashed. She found her way to a native village and was taken to Kwielen where contact with the China flight was made. She sustained no injuries other than bruises.

Dec. 2, 1943, the first American nurses allowed in China since the war, flew from Assam, India across the "Hump". The flight which took off in a C-487 plane included Chief Nurse, Audrey Rogers, 2nd Lts. M. Rost, Tex Gleason, M. Duncan, E. Blackburn and R. Smith.

May 18, 1944 the first major catastrophe of the 803rd MAES occurred while in flight. Plane #372 received a radio message asking for the hospital ship to enter Myitkyina, Burma which the Allies captured the previous night. Capt. Collins, flight surgeon, two nurses, Chief Nurse Audrey Rogers, 2nd Lt. E. Baer and Sgt. Miller were the medical team on board. They landed with enemy action still in evidence. As they loaded the wounded, the Japs were strafing the runway and Capt. Collins and Sgt. Miller were struck by shell fragments and the patient on the litter was killed. Lt. Rogers sustained shrapnel wounds to the right knee and thigh. Lt. Baer, who was pushed out of the line of fire was unharmed. The plane was riddled with bullets. They treated each other's wounds, continued to load the injured, and flew the patients to Ledo. They recuperated and returned to duty — later received the Purple Heart.

A woman correspondent visited the 803rd MAES to do an article on the war in Burma. At that particular time, the nurses were in one of their "knitting moods". While going to the point of evacuation, in between trips and even when patients were resting, the nurses calmly and seriously proceeded with their knitting — oblivious to the Japs below, above and all about — plus the nerve shattering fog! Her story ended up being on the subject of "Knitting and the Burma Battlefront!" Returning to the base, the reporter remarked she was ready to go home — she had seen everything!

Chief Nurses-Air Force systems Command 1942-1966 are:

Capt. Grace Mundell — (1942-1943)
Maj. Mary Leontine — (1943-1945)
Maj. Maybelle Embry — (1945-1947)
Capt. Kathleen McNulty — (1947-1948)

Maj. Mary Hoadley — (1948-1951)
Maj. Ethel Kovach — (1951 — became Chief AFNC)
Lt. Col. Frances Lay — (1951-1956)
Lt. Col. Eileen Brimmer — (1956-1958)
Lt. Col. Lucille Slattery — (1958-1962)
Lt. Col. Ellen Respini — (1962-1966)
Lt. Col. Agnes Arrington — (1966)

Capt. Ellen Church, 802nd MAES said her first flight in North Africa was made up of French colonists with flowing robes, bright turbans and black, curly beards. None spoke a word of English nor she French! They soon learned "gum" and "cigarette".

Lt. Jeanette Pitcherella, 803rd MAES was in a place near Calcutta when an engine conked out, necessitating the crew to jump out of the plane. When the excitement was over, she noticed one of her fingers was missing — must have caught in the door!

The oddest airfield in the world was at Wau in SWP. Built on the side of a mountain, it was 1100 yds. long with the upper end 300 ft. higher than the lower end!

The SWPA was the ideal spot where air evac showed its real merit. In the battle of Buna, when the Australian wounded were flown over the Owen Stanley Mts. to Port Moresby; in the capture of Wau; in the struggle for the Markham-Ramu Valley, where hundreds of casualties were brought to Nadzab; in the battle on the Huon Peninsula, and at Aitape, Tadjai and Hollandia. The 804th and 820th MAES did the bulk of the evacuations. They were later joined by the 801st.

Lt. Thelma Le Fave; 820th SWP was one of the first nurses into Tadjai and later was missing in action in the Philippines.

Lt. Laurel Lallatin was one of the first nurses into Tadjai after D-Day.

Capt. Marjorie Graziano, flight nurse with the 2nd Aeromedical Evacuation Sqdn. at Rhein-Main AB, West Germany, was recently presented the Dolly Vinsant Award, which is given annually to the top Air Force evac nurse. The award, presented by the Confederate Air Force, is named in honor of Wilma "Dolly" Vinsant, flight nurse killed in Europe during WWII, while serving with the 806th MAES.

The first flight nurse to board a C-47 bound for France to evacuate wounded American soldiers was 1st Lt. Grace E. Dunnam. On 11 June 1944, she made the first authorized evac trip to Omaha Beach and brought back 18 litter patients.

Ten 816th MAES Technicians were chosen from a group of volunteers to assist with Glider evacuations in March 1945. They were waiting for improvements to be made on the gliders and since only one glider snatch was made were not utilized in this capacity. Some of the techs were Ervin J. Tutaj (deceased), Malcolm E. Williams, Elmer F. Cox, Fred R. Souney, Joe T. Brawner, Sigismund Stempkowski.

The 801st MAES was the longest surviving squadron of those started at Bowman Field, Ky. during WWII. See 801st in Korea.

"Taffy" Logan, flight nurse class of 43G, made a documentary entitled, "Flight Nurse".

Class 43G was made up of an interesting group — 2 returnees from Corregidor — Juanita Redmond and Lucy Wilson Jopling; six Canadian Air Force Nurses, 2 nurses from the Indian Reservation, several ex-stewardesses and pilots.

Charlotte Knight Young, flight nurse wrote an excellent article during WWII entitled "Flight Nurse". She graduated in class of 43G. It is believed that at the time she wrote the article, she was accredited correspondent for the American Nurse's Assn.

1957, the first male nurses were enrolled in flight nursing courses.

Between 1955-1965, with the use of the SAM lung and the work of the SAM polio team the AF moved 530 polio cases requiring respirators with no loss of life.

Dec. '43, 2nd Lt. Alvia A. Hilger made an 8,000 mile round-trip air evac mission from Africa to China and back.

2nd Lt. Lucy M. Wainwright made a 97 hour air evac flight from India to the U.S.

French Flight nurse, Genevieve de Galard-Terrauba, who was trapped at the siege of Dien Bien Phu during the Korean conflict, won the Legion of Honor and participated in "Operation Wounded Warrior" of that war.

Return to Normandy by Jean (Foley) Tierney (806th MAES)

In September, 1984, Pat Mello and I took a memorable trip back to Normandy and the Omaha Beach area. We had no special plans, just wanted to "wing it" and we really did! Everything went well all along the way, the weather was great, the roads are super, and we had a fabulous time. We flew to London (1st class, TWA) with the thought that we might go out to Newbury, however we decided to go to France first. So we took the bus to Portsmouth, arrived there early enough to check into a nice B & B (Bed & Breakfast), then a walk along the sea wall and a visit to the new D-Day Museum. Our first but NOT our last museum visit!

The next day we took the ferry to Cherbourg, the weather was great and the trip fun. We met members of the 10th Armored Division on a reunion trip and they couldn't believe we were on our own. We rented a car in Cherbourg and drove to St. Mere Eglise. There is a good museum there, and a separate building which houses a C-47, the "Argonia." After all these years it is quite a sight.

Then we drove to Isigny and stayed at the Hotel du France, while during the next week we drove 650 km: St Lo, Bayeaux, Port-en-Bessin, Utah Beach, along the highways and byways. If it looked like a road we took it! We spent a day in St Lo, went to church at Notre Dame; we went to Bayeux and saw the Tapestry and visited the huge new Battle of Normandy museum. And while we were in the center of Bayeux, a C-47 flew over! (You'll think I'm kidding!)

It didn't get dark till 9pm so after supper Pat and I would go for a walk around town (Chef du Pont, St Mere Eglise, and Isigny) and we would keep looking up at the sky and thinking "40 years ago we were flying up there." Can you believe it?

We went to the German cemetery at La Cambe, to Pointe du Hoc, Utah Beach, St Marcouf, St Marie du Mont, Barfleur lighthouse. What a panorama of scenery, farms and churches, cows and cabbages, and in the midst of all this there remains German bunkers and blockhouses, and *all those hedgerows!*

I had taken Ed's old aerial map with me with all the airfields marked and although we didn't find any we knew we were in the area of some of them. When we drove along the beach road at Omaha and reached an area dedicated to the 2nd Infantry Division, I was sure I had found old T-1. If you remember that famous photo of the troops coming up that hill from the beach head (I had walked along it 40 years ago!) — the airfield had been to the left. Well, Pat and I went climbing up that hill and when we stood on top and looked out across the channel it was quite a thrill. No one had been able to tell us where T-1 had been, the curator at one place said the first airfield had been at Utah, others said at St Mere Eglise (we didn't believe them!) However, when we later visited the museum at Vierville sur Mer, M. Laveel told us we were exactly right in the location of the field. This is a nice museum, more American oriented than some of the others.

I have left until last to tell you of our visits to the American Cemetery at St Laurent. And I realize that my words are simply inadequate to describe this absolutely stunning place. The sign at the entrance says: Silence and Respect. The grounds, the Chapel, the Memorial, the Garden of the Missing all are beautifully cared for.

We stood along the overlook and looked out over Omaha Beach and the Channel and back towards T-1. All is peace and quietness

Tribute for Flight Nurses Reunion Dinner — St. Anthony Hotel 7 May 1988

Tonight is the grand finale of a super weekend of nostalgia. We have shared memories of a time, a very special time and place on our individual journeys. The reminiscing has been meaningful because we are bonded together as nurses who practiced in a different way — as Flight Nurses.

First, let us pause to honor the memory of those who are not with us — those we loved, served with, and flew with. There were 34 Flight Nurses who gave their lives in line of duty for our country, from World War II to the present time. They paid the ultimate price for the love of God and Country. Though we will never see them again in this life, we shall never forget them.

We honor too, all Flight Nurses, living or dead, who were first sent or volunteered for this new kind of duty even before a School of Flight Nursing was established. They are our real pioneers — the beginning of what we would later become because of their efforts and experiences. Let us thank God for their contributions which exemplify the response to an inner calling to give aid and comfort to the sick and wounded in a totally different setting. In the past 45 years since the Flight Nurse course was established in 1943, over 8,000 nurses have graduated. Some of those classes included members of our sister services and allied countries. From Bowman Field of yesteryear to Brooks Air Force Base of yesterday they will serve as we served, wherever, whenever called.

Since World War II Flight Nurses have seen a vast improvement in modes of transportation. We flew in unpressurized aircraft, goony birds, Connies, C-54's, 97's, and 118's — whatever could be converted for patient transportation. We chugged across the skies over deserts, mountains, valleys, and oceans. Today our Flight Nurses streak across the skies far above the clouds in sleek, pressurized jet aircraft. The Flight Nurses of tomorrow will incorporate much of what has been passed on into preparation for duty on Space Station flights. Whether in the air above the ground or on the earth below — in war or in peace — urgent, priority, or routine flights, patients will always be afforded the very best of care from our Flight Nurses. May God grant them peaceful skies!

We remember, too, the many seen and unseen hands that were necessary for us to fulfill our roles as Flight Nurses. Helping us, of course, were the pilots, flight crews, ground crews, weathermen, inflight kitchens; our right arms, the Medical Technicians (upon whom we relied so heavily) and the hospital personnel at our point of origin and destination. All of these working as a team made this lifeline in the sky possible. In fact, aero-medical evacuation of patients remains a most important mission of the USAF Medical Services today.

Finally, I believe that what all those who went before us, and those who have come after us have done and will continue to do is best stated in this quotation from General David M. Grant:

"It is now my privilege to lift this lamp of hope and faith and courage in my profession to heights not known by her in her time.

Together with the help of flight surgeons and surgical technicians I can set the very skies ablaze with life and promise for the sick, wounded, and injured who are sacred charges.

This I will do. I will not falter. In war or in peace."

By Agnes "Kildee" Arrington



Reunion — May 8, 1988, St. Anthony's Hotel. San Antonio, TX — 817th Group



Reunion San Antonio, TX, May 6, 1988 river barge ride.

REUNION PICTURES



814th MAES Reunion — 1946, Chicago, Illinois.



814th MAES — First Reunion, Chicago.



25th Anniversary Flight Nurses, Brooks AFB, 1968



L-R: K. Mayhue, Mary Stehle. San Antonio, 1968



25th Anniversary — Brooks Air Force Base, San Antonio, Texas — 1968



May 6, 1988 at Memorial Garden adjacent to Edward H. White Museum — Brooks AFB, San Antonio, Texas.



816th MAES F.N. — L-R: Edith Mize Lewis, Jenny Boyle Silk, Louise Anthony deFlon. Jupiter Florida, 1986.

BROOKS AIR FORCE BASE



Flight School 1988 — Rapid Decompression



Equipment Practice



Bivouac 1988 — No Change!
1943

Dorothy White
←



C-9 with Jenny Superimposed.

BIOGRAPHICAL SKETCHES

All the biographical sketches were written and submitted by individuals of the World War II Flight Nurses, their relatives, or close friends. The facts as they appear have not been researched or edited by the Association except in the interest of space.



Grads 44c Bowman Field — April 2, 1944



JANE WITEK ADRIATICO

Born 25 Jan. 1918 in Chicago, Ill., graduated from Cook Co. School of Nursing in 1943, joined ANC, served as flight nurse stationed in Pacific Theater. Based at Hickam Field, Hawaii and Biak Island, evacuating wounded personnel from Saipan, Guam, Okinawa, Australia and Philippine Islands. Discharged as 1st Lt. after two years active duty. Married Venancio Adriatico, Orlando, Fla., 1947, three children. Pursued a career in real estate, now retired, also active in family businesses of citrus, cattle and nursery. Past Pres. of Goldenrod Civic Club, Polish Nat. All., Lodge #3216, and Cath. Nurses Assn.; Past Vice Pres. of Goldenrod Civic club and Past Chairman of Seminole Co. Democratic Executive Com. Presently an active member of Goldenrod Chamber of Com., Goldenrod Civic Club and Goldenrod Historical Society.



Jane Witek Adriatico

GEORGIA DOXEY ANDERSON

Born in El Centro, California, attended San Diego State University, San Diego County Hospital school of Nursing, graduating in 1941. After joining the Red Cross, she was called to active duty in the ANC to Jefferson Barracks, Missouri, February 24, 1942. Graduated from the school at Bowman Field, Kentucky November 1943, assigned to the 812th MAES which was sent to Hickham Field in Hawaii to be based there and evacuate patients from the Pacific islands, including Tarawa, in the Gilberts; Kawajalein, in the Marshalls; Saipan, in the Marianas; Okinawa, in the Ryukyus; Leyte and Luzon in the Philippines. Received the Air Medal and Asiatic Pacific Service Medal and was discharged as a 1st Lt. in 1945. She graduated from UCLA with a B.S. degree majoring in Public Health nursing. Having worked for the Los Angeles County Health Department and Los Angeles Unified School district for twenty five years, she is now retired. She was married to Captain Thomas William Hefferan and Doctor Kermit Anderson. She has one daughter, Mrs. Mary Ann Bolt, and currently lives in Culver City, California.



Georgia Doxey Anderson

RUTH SMITH ANDERSEN

Graduated from H.S. in 1938, entered Eastern Maine Gen. Hosp. School of Nursing, Bangor, Maine, graduating 1942. Entered the ANC 26 Aug. 1942, transferred to the School of Air Evac. at Bowman Fld., Ky. After graduation took a survival course at Thermal, CA and was assigned to the original 803rd MAES with home base Chabua, India in Upper Assam in the CBI. Flew out of Kweilin Kwangsi Province, China, attached to the 68th Composite Wing of the 14th AF. Due to the arrival of the Japanese troops they were hurriedly evacuated to Chengtu, China. Returned stateside 5 Oct. 1944 to Biggs Fld., TX. Was discharged at the AAF Separation Center, Davis Monthan Fld., Tucson, AZ 25 Jan. 1946 with the rank of 1st Lt. Married and living in Santa Rosa, CA.



Ruth Smith Andersen

HELEN LUKEMEYER ARENSMAN

Born May 20, 1921 — graduated Huntingburg, Ind. HS 1939. Graduated Methodist Hospital School of Nursing Indianapolis, Ind., 1942. Feb. 1943 entered service Army Air Force Hunter Field, Savannah, Ga. Graduated from School of Air Evac at Bowman Field, Ky. April 14, 1944. May 1944-June 1945, served with the 822nd MAES North Atlantic Transport Div. Stationed at Newfoundland, Presque Isle, Maine, Azores, Iceland, Bermuda and Paris, France. June 1945 — transferred to Pac Div. stationed at Hickam Field. Flew to Guam, Okinawa, Kwajalein, Johnson Island, Saipan, San Francisco, Cal. Discharged Feb. 1946. July 20, 1946, married Dr. Ray W. Arensman and they have a daughter Anne Clare and son, Frederick. She did part time OB nursing, receiving her BS in Nursing from Univ. Evansville, IN in 1962. 1964 received her Master's in Education from University Florida at Gainesville. From 1964, worked at various OB Nursing positions until she retired in 1989. Served as Instructor OB Nursing St. Mary's Hosp. in Evansville, IN, was Assoc. Professor OB Nursing Univ. of Evansville, Part time "Mother Infant Care" at St. Mary's Hosp. Still teaches one "Mother-Infant" class a month. Has been active in Red Cross "Teen Health Line" and "Health Fair." Served on the Education committee of Planned Parenthood from 1980-1988.



Helen Lukemeyer Arensman

DORIS KING AVERY

Born in Durham, N.C., Mar 12, 1918. Graduated from Johns-Hopkins Hospital School of Nursing in 1942. Head Nurse in Psychiatric Unit there until joining the USAAF in 1943. Assigned to AAF Regional Hospital in Coral Gables, FL as a Psychiatric Nurse for one year. Graduated from Bowman Field in Class 44D. Served as Flight Nurse in SW Pacific Theatre until leaving service Nov 1945. Lt. King received the Air Medal in 1945 for meritorious service and many missions in combat areas. Jan 1, 1946 she married Alden Avery, the pilot on many of her air evac. missions in New Guinea. Employed as Head Nurse at McLean Psychiatric Hospital in MA 1947-1948. Retired to raise a family. Moved to Hawaii in 1952 when husband was recalled by USAF. Worked as an on-call Psychotherapist at Children's Hospital in Honolulu 1967-1976. Worked as a Red Cross nursing volunteer for several years in Honolulu.



Doris King Avery

THELMA VERNON BARNACASTLE

Born in Kansas — 1920, the 5th of eight children. Graduated from Nursing School 1942. Entered the Army in August 1942 — Ft. Des Moines, Iowa. Transferred to Lincoln Army Air Base, Nebraska, October 1942. (Where I met my husband.)



Thelma Vernon Barnacastle

August 1943 sent to Bowman Field Air Evac. School. Received our wings October, 1, 1943. Married A.H. Barnacastle, Jr. October 23, 1943. He was a radar-bombardier-navigator. Assigned 813th and left for P.O.E. January 1, 1944. Destination, Balderton, England.

Was fortunate to visit with two of my brothers during my E.T.O. tour of duty. Our many missions was the flying of patients from battle fronts to England and U.S.A.

Returned to U.S.A. June, 1945 to start the family. Jack, Marsha, Nancy, John and Jimmy. Have added 3 in-laws and 7 Grandchildren.

Returned to nursing in 1962 to save for upcoming college. Retired as Night Director of Nursing — 1979. Have lived in Birmingham since 1956.

DOROTHY BARLOW BARNES

Born in Canton, Texas, August 2, 1920. Graduated from Oklahoma University School of Nursing in 1941, and was employed in Pediatrics at Oklahoma University Hospital. She entered the ANC at Will Rogers Field, Oklahoma City, on August 22, 1942. She was a member of the first graduating class at the School of Air Evacuation in Bowman Field, Kentucky, February 18, 1943, and was sent to England with the 806th MAES. In February, 1944, she married Captain E.G. Shelton in Nottingham, and the resulting pregnancy brought a return to the states in July 1944. She was discharged from the service at Mitchell Field, N.Y. September 15, 1944. She has a daughter, Kathryn, and has worked in Office Nursing and as a School Nurse, earning a B.S. in Nursing at Tulsa University in 1968. She was married to Albert Barnes in 1986.



Dorothy Barlow Barnes

CATHERINE BANIGAN BAUCKE

Born Jan. 11, 1920 in Providence, RI. A graduate of St. Joseph's Hosp. School of Nursing, she enlisted in the AAC Jan. 19, 1943 with her first station being Maxwell Fld. Montgomery, Ala. until Feb. 1944 when she went to the SAE at Bowman Fld., Ky. graduating Mar. 11, 1944 and was assigned to the 818th MAES serving in the ETO. Departed NY Mar. 22, arrived in Scotland April 3. Was stationed in England and France, making flights to NY and Fla. while stationed at Paris, France. Left Belgium on a Liberty ship Aug. 23, 1945, arriving in the US Sept. 25, 1945, was discharged Sept. 25, with the rank of 1st Lt. Received the Air Medal, European and American Campaign Ribbons. April 22, 1945, she was privileged to be home in RI on leave, having transported a plane of battle-front casualties to the states, when a broadcast she had made from a newly-won airstrip within the sound of the guns of Gen. George Patton's 3rd Army on April 8 was heard in this country. Due to funeral of Pres. Franklin D. Roosevelt, the program which was to be broadcast April 14th, was not put on the air until the 22nd. As the radio interviewer for "The Fighting AAF" was interviewing her, trucks were backing up to the plane on which she had arrived — the first craft to land on the airstrip — with whole blood donated by resi-



Catherine Banigan Baucke

dents of NYC and Boston, designated for the front lines. She married Maj. Chester Baucke, pilot with 9thTC, Jan. 2, 1946 in CA and they had 4 children. Chester retired with 31 yrs. service with United Air Lines in Chicago and they retired to Punta Gorda, Fla.

FRANCES JAKOBEB BEEBE

Born 27 April 1921 at Hadley, Mass. Graduated from Beverly Hosp., Beverly, Mass. 1942. Joined the ANC with first station AAF Conv. Hosp. (PANCOAST) Miami Beach, Fla. April 1943. Accepted at the School of Air Evac. at Bowman Fld., Ky. graduating in the class of 44D. Aug. 29, 1944 was sent to the Asiatic Pacific Theater assigned to the 830th MAES ATC Pacific Div. 1503d. Battles and Campaigns: Bismarck Archipelago, Marianas, So. Philippines. Awards: Air Medal, Asiatic Pacific Theater Ribbon, American Theater Ribbon, WW II Victory Medal. Discharged from service 31 Jan. 1946 as a 1st Lt. at Cushing Gen. Hosp., Framington, Mass. Worked for one year in the Blood Bank at Robert Packer Hosp., Sayre, Pa. and American Red Cross Blood Bank, Washington, D.C. Married Wm. B. Beebe, lawyer, Aug. 5, 1950 and they have three children Beverly, William and Thomas. Her husband is deceased.



Frances Jakobeb Beebe

MILDRED OSMUN BEEMAN

Born Dover, NJ 2 May 1911. 1936 graduated from Elmira College and Arnot-Ogden Mem. Hosp., Elmira, NY receiving an AB and RN degree in Nursing, specializing in Public Health. When asked by the Red Cross if she would give the Army a year of service in case of an emergency, she said yes. By return mail, she received orders to report to Ft. Dix, NJ as a 2nd Lt. on Jan. 13, 1941. Assigned to Bradley Field, Conn. as Principle Chief Nurse. Sent to School of Air Evac. at Bowman Field, Ky. graduating in the 10th graduating class April 1944. Joined the 826th Sqdn. as charge nurse however the 826th was broken up and most of the girls were sent out as the 830th to the Pacific Theater. She served as charge nurse on Saipan. Returned to civilian life fall of '45. Aug. '47 returned to the service serving as a flight nurse in Weisbaden and Rhein Main.



Mildred Osmun Beeman

Returned stateside 1950, married and her daughter was born in 1951. Now the proud grandmother of two lovely granddaughters.

FRANCES TRITLE BENNER

Born in Springfield, Ohio, attended Wittenberg University and Springfield City Hospital School of Nursing and earned her R.N. and B.S. Degree in Nursing in 1943. She entered the USAAF-NC at Patterson Field in September, 1943. She attended the Air Evac. School at Bowman Field, Kentucky in May, 1944. After assignment at Romulus, Michigan, she was assigned to the 803rd M.A.E.S. in Chabua, India and flew Air Evac. missions in China, Burma and India until December, 1945.



Frances Tritle Benner

She remained on Reserve status until 1954 and served on active duty in the ANC during the Korean war.

She married FRANKLIN BENNER in 1962.

Her professional experience was primarily in Ohio in public health nursing service and education and public health administration. She attended graduate school in Public Health at the University of Minnesota.

In 1981, she retired to be a full-time farm homemaker.

EDITH AHLGREN BOLLINGER

Born in Hudson, Wis. 11 Apr. 1920, graduated from Bethesda Hosp. School of Nursing in 1941. She entered the A.N.C. Feb. 1942 and was stationed at Chanute Field, Ill. Assigned to the 801st MAES at Bowman Field, Ky. Dec. 1942, serving in the South Pacific Theater 16 mos. where they evacuated wounded from island airfields to Base Hosps. She was promoted to 1st Lt. and awarded the Air Medal with two oak leaf clusters. Married Capt. Ralph Bollinger, Air Force Pilot, in New Caledonia. 40 yrs. later, their five children, Randy, Barbara, Jack, Jean and Bill surprised them with an anniversary trip to the South Pacific. Ralph flew for an international airline; later working for an oil co., so many places were "home." She earned a Master's Degree in Nursing, working in Public Health and various hospitals, however her primary interests have been family, home and volunteer work.



Edith Ahlgren Bollinger

GERALDINE DISHROON BRIER

Born September 21st, 1916, graduated from the Oklahoma City General Hospital of Nursing in 1940, as their Honor Student. In 1941 she joined the Red Cross and entered the A.N.C., at Will Rogers Air Base, Oklahoma City. She was ordered to Bowman Field, Kentucky, for the starting of Air Evacuation and graduated in the first class on February 18th, 1943. As the Honor Student, she received the first wings and was designated the First Flight Nurse. She was assigned to the 806th MAES, the first into the ETO and flew missions in England, the continent and Trans-Atlantic to the States, earning 3 Air Medals. She married Lt./Col. William Brier and was discharged in September, 1945, continuing as an Air Force wife. In 1964 she was chosen U.S. Lady of the year. On his retirement, she took a Refresher Course and worked in ICU. Now residing in Cheyenne, Wyoming they work part time, help in Red Cross and other volunteer work, travel extensively and visit their five sons and their families.



Geraldine Dishroon Brier

ELEANOR J. BROWNLEE

Born in Brooklyn, New York 27th November 1911. Lived in New Jersey until 1927. Moved to Old Hickory, Tennessee in 1927. Graduated from St. Thomas Hospital, Nashville, Tennessee in 1936, returned to Pennsville, New Jersey. A member of the National American Red Cross since 1936. Various Nursing positions 1936-1939. Assistant Director 1939-1942. Entered ANC February 16, 1942. Assigned Fort Monmouth, New Jersey. Transferred to Camp Stoneman, California August 1942 — General duty and Supervisor. Assigned Bowman Field with 349th Evacuation Squadron for Flight Nurse Training July 1943. Graduated October 1943. Assigned Embarkation Station, Camp Stoneman, California. Assigned duty Pacific Ocean Area with 812th MAES. Arrived Hickam Field, Honolulu, Hawaii December 23, 1943. Participated in four campaigns — including Tarawa, Canton, Kwajalein, Guam, Saipan, Okinawa, Manila, Guadalcanal. Awarded: Air Medal with Oak Leaf Cluster — Asiatic-Pacific campaign Medal with four Bronze Battle Stars — World War II Victory Medal — Three over-



Eleanor J. Brownlee

seas Service Bars. Was discharged as 1st Lieutenant December 28, 1945. Returned to Nursing in various positions including Director of Nursing. Continued post-graduated certificate courses. Retired from Nursing 1975. Was employed at a Library from 1975-1985. Retired in 1985.

MARY ANNE STALLINGS BURR

Born August 18, 1917 Davenport, Iowa. Graduated from Moline, Illinois Public Hospital as a registered nurse and University Arizona with a BS degree in nursing. Volunteered Army Air Force October 1942-Dec. 1945. Graduated from School of Air Evacuation Aug. 1943 Bowman Field, Kentucky.



Mary Anne Stallings Burr

Served in Central Pacific with 809MAES based at Hickam Field, Hawaii logging 1,500 hours. Awarded Air Medal with 5 Battle Stars.

June 17, 1947 married Dr. Burr, Ophthalmologist. They had 3 children — Minda, Sherwood, Bradley and one grandchild, Megan.

Hobbies — politics, raising funds for Republican party, Red Cross Blood Bank volunteer.

MARTHA McDONALD BUSCH

Flight nurse who served in the ETO with the 817th MAES. Married Gerald Busch Sept. 6, 1946, they have six children and are now retired. They spend 50% of their time traveling and 100% enjoying each other.



Martha McDonald Busch

KAY SHUMPERT BUSENLEHNER

Born in Nettleton, Mississippi, December 27, 1918, graduated from South Highlands Infirmary School of Nursing in Birmingham, Alabama, January 1943 — joining the American Red Cross. Worked as Operating Room Supervisor from graduation to my call to active duty October 15, 1943 — was sent to Tyndall Air Force Base, Panama City, Florida — received orders January 1944 for school at Bowman Field Kentucky for Flight Nurse Training — left for overseas duty March 21, 1944 — being with 818th M.A.E.T. group we flew the wounded from France to area hospi-



Kay Shumpert Busenlehner

tals in England — for a month I flew patients from Europe back to States — due to back injury I was sent home — later in June 1945 released from active duty — I went back to school — due to nursing shortage, in January 1951, I helped organize and set up the School for Practical Nursing at the Daytona Beach Community College, Daytona Beach, Florida, where I taught for twenty-six years — retiring in 1976.

MARGARET LYNCH CALLAN

Grew up on a cattle ranch in Mont., completed elementary school in the local one room school house, then graduated from high school in "town." Graduated from Saint Elizabeth's Hosp. School of Nursing, Chicago, Ill. Joined the American Red Cross in Seattle, Wash., called to active duty 9 June 1943, at Ft. George Wright, Spokane, Wash. 26 May 1944 received her flight nurse wings at Bowman Fld., Ky. In Dec. 1944, participated in the 6th Nat. War Bond Drive along with other aeromedical personnel from Randolph Fld., demonstrating air evac. techniques in NYC, Boston, Milwaukee and Dallas along with other Army Air Corps Units. Assigned to the 831st MAES, left Dec. 1944 for the Pacific Theater with home base at Hickam Fld., Hawaii, flying into Australia, Shanghai, China, Japan, Philippines and various islands of the Pacific area and to Mainland, USA. Received the Air Medal for duty performed between Jan.-Nov. 1945. Discharged Oct. 1946 with the rank of Capt., joining the Army Reserve Med. Corps. June 1953 was recalled to active duty in the AF with assignments in France and Germany. Attended the Advanced Nursing Adm. Course at Brooks Army Med. Center, was assigned as CN of the 11th AMTS, Scott AFB, Ill. from 1961-1963. Was Flight Nurse Adviser to the Minn. Air Nat. Guard Wing and to the AF Reserve Aeromedical Forces in St. Paul, Minn. For this tour of service, was awarded the first oak leaf cluster to her Commendation Medal which she received for CN duty at Etain AF, France. Married Jim Callan, Honeywell Aerospace Eng. in St. Paul in 1966. Retired Jan. 1970 with the rank of Lt. Col.



Margaret Lynch Callan

JOHN V. CANTANDO

John V. Cantando, T/3 820th MAE Sqn. Trained at Bowman Field. Left the country for the SW Pacific Feb. 44 aboard the USS West Point arrived at Milne Bay, New Guinea Feb. 44.



John V. Cantando

Participated in 5 campaigns received the Bronze Star, Air Medal, Philippine Presidential Unit Citation, Philippine Liberation Medal, Asiatic Theater Medal, Good Conduct Medal, Victory Medal New York State Conspicuous Service Medal and the American Service Medal. Discharged Nov. 17, 1945.

In 1949, married Flora Caruso, we have 3 children and 2 grandchildren.

Joined the Elmira Police Department 4/1/53 and retired 8/31/85. Worked the streets as a foot patrolman and in police cruisers. For the last 15 yrs. I was a communication's officer. Since I retired our big thing is going to our semi annual 820th reunions.

BERNICE SOUTHWORTH CAREY

Born and resided near Kalamazoo, Mich. Graduated from the U. of Mich. School of Nursing in 1943.

Completed basic training for A.N.C. at Greensboro, N.C. Feb. 1944. Graduated from school of Air Evacuation at Bowman Fld., Ky. (Class of 44F) in Oct.

Assigned as replacement to the 801st M.A.E.S. Tanauan Leyte, Philippines May 1945. Flights were made to field hospitals in Southern Islands. Pineapples, bananas and coconuts were a welcome addition to our usual meals of dried foods.

Jan. 1946 our group moved to Clark Fld., Luzon to assist in transporting P.O.W.'s from Japan, moving them from Okinawa to Manila to await passage to the States.

Waiting out a typhoon on Okinawa was a unique experience. TDY for 5 days each in Tokyo and Shanghai were memorable events.

Returned to States for discharge at Camp Beale, CA May 1946.

Married Thomas Carey in San Diego in 1948. Have 1 daughter.

Employed as General duty R.N. at Sharp Memorial Hospital for 18 years.

FRANCES ARMIN CARROLL

Born 1915 at Cleelum, Washington. Graduated from grade and high school at Iroquois, S. Dak. in 1935. 2 years college at Aberdeen, S. Dak. and Santa Monica, CA. Nurses training at Johns Hopkins Hosp. Baltimore, Md. — grad. 1938. Stewardess United Airlines, flight nurse from Feb. '43-May '46, serving at Bowman Field, Ky., Australia, New Guinea, over Bismarck, Archipelago, Randolph AFB School of Aviation Medicine. Served with the 804th MAES in SWPA, receiving the Air Medal. Sept. 1944, went on a Bond Tour of Douglas plants



Frances Armin Carroll

with "Old Miscellaneous," the oldest C-47 Air Evac. plane in SWPA in point of service. Was married 1946 — divorced 1954, 2 children and 13 grandchildren. Served as Occupational Health Nurse for 14 yrs. at Douglas Aircraft in Long Beach, CA, Norton Industries in Pico Rivera, CA and Robert Shaw in Long Beach, CA. Retired in 1974.



L-R: Capt. Frank LiBuse, Capt. Gene Glotzbach, Lt. Frances Armin, M/Sgt. J.W. Gibbons, T/Sgt. Wm. Boffa.

MARGARET CAULKINS

Born in Ceres, CA 24 Aug. 1918, graduated from Modesto Jr. College; Highland School of Nursing in 1941, was called by the A.R.C. to the A.N.C. 6 Mar. 1942, was stationed at Letterman Gen. Hosp. in San Francisco. 20 June 1942, she and 20 other nurses were ordered to Camp Stoneman Pittsburg, CA to open a hospital to care for a troop train of soldiers with Strep. Graduated 11 Mar. 1944 from Bowman Field, Ky. as flight nurse attached to the 817th MAES. Was sent to England and France and was active before and after the invasion. We started at the Normandy Beach and advanced inland into Germany flying wounded and prisoners to ETO and U.S.A. until 1946. Graduated from Univ. of CA (UCLA) in 1949 with BS in Public Health Nursing; received Master's Degree in P.H. in 1949 working in San Mateo Co. CA as a Public Health Nursing Supervisor until retirement Dec. 1982. Active as a volunteer.



Margaret Caulkins

ETHEL CARLSON CERASALE

Was born in Blue Island, Illinois 23 August 1921. She graduated from Englewood Hospital School of Nursing in 1942 and joined the American Red Cross, was called to active duty 26 April 1943 at Jefferson Barracks, Missouri. She graduated from the School at Bowman Field, Kentucky, 21 January 1944, class of 43H, and was sent to England with 815th MAES, flying patients from France after D-Day. On TDY in southern France, kidney problems resulted in her return to the states, February 1945. She returned to flying in November 1946 in the Canal Zone, married Anthony Cerasale, March 1947, and was discharged as Captain, February 1948. Duty as military wife, mother of Steven, Patricia, and Scott, involved stations in Hawaii, Brazil, and others until retirement in Florida, September 1972. She was employed at a nursing home, is Red Cross volunteer, earned an Associate of Arts Degree toward a bachelor's in nursing. She arranged Flight Nurses Association in Florida, May 1986, and became chairman. She was elected President in San Antonio in 1988.



Ethel Carlson Cerasale

DOROTHY REPP CHESNUT

Active duty 12 April 1943. Attended AAF School of Air Evacuation with 820th MAES sent to Asiatic-Pacific Theatre Port Moresby, New Guinea, first home base. My first flight was to Saidor for patients. Between 19 March, 1944 to September, 1945, I had 12 home bases with many RON. Sydney, Australia R&R June 44 and October 44. 1st Lt. February 1945.



Dorothy and Earl Chesnut

Battles and Campaigns: New Guinea, Bismarck Archipelago, Western Pacific, So. Philippines Liberation, Luzon.

Decorations and Citations:

Asiatic-Pacific Theatre Ribbon w/1 Silver Battle Star
Philippines Liberation Ribbon w/1 Bronze Battle Star
3 O/S Service Bars
Air Medal

August 1945 joined 804th MAES
Japan Evacuated American-Canadians-

Dutch POW's via C54's
Relief from active duty, 5 January 1946
March '46 stewardess American Airlines
Fall '46 married Earl Chesnut, who passed
away 1988.

Returned to St. Louis University — Completed 1 year of law school
Children: Earl, Mary Rene, Mark
State Public Health Nurse, Teacher — sixth grade, 2 years, Instructor Staff development, 4 years, Genetic Coordinator, Washington University 16 Years service.

S/SGT. B.J. CLARK

Born in Neshoba, Mississippi, June 20, 1918. Joined the army September 12, 1940 at Fort Benning Georgia Station Hospital. In 1942, attended the Fort Sam Houston Surgical School in San Antonio, Texas. In March, returned to Fort Benning Georgia. In August of 1942, went to Bowman Field, Kentucky with a group and formed the 801st Air E Vac. Medical. In January of 1943 went to California and shipped to the South Pacific, landed on New Calidonia, then Guadalcanal, did active duty on seven islands, received seven Campaign stars, Air Medal, four Oak Leaf Clusters. In January 1945, returned to U.S. to Buckingham Field, Fort Myers, Florida. June 1945 went to Maxwell Field, Alabama for a short stay. In September 1945, sent to Camp Shelby, Mississippi for discharge. Returned home to Rossville, Georgia married Lillie Daniel October 26, 1942.



S/Sgt. B.J. Clark

HELEN MELISSA CLARK

Born in Cornwall, Conn. 10 Nov. 1912. Graduated from Danbury, Conn. Normal School (now Western Conn. State Univ.) in 1932. Taught in rural schools in Conn. for seven years. She entered the Union Memorial Hosp. School of nursing at Baltimore, Maryland 6 Sept. 1939, graduating in 1942. March 1943, joined the American Red Cross and was assigned to the ANC. Called to active duty at Alexander Army Air Base in La. 1 April 1943. Graduated from the School of Air Evac. at Bowman Field, Ky. 21 Jan. 1944, class of 43H, assigned to the 816th MAES, sailed on the ILE de FRANCE on 13 March 1944 for England.



Helen Melissa Clark

On D-Day plus 4 (10 June '44), she and four other flight nurses were the first to fly to Normandy to evacuate patients. The remainder of 1944 and until VE Day 1945, she flew more than fifty missions earning the Air Medal. Was promoted to 1st Lt. 16 April 1945. Arrived back in the states Oct. '45, discharged 28 Dec. 1945.

Sept. 1946, entered Danbury State Teacher's College, Danbury, CT, graduating June 1947 with a Bachelor's in Education. Taught Fundamentals of Nursing for seven years. Sept. 1954, matriculated at NYU in NY, graduating in Oct. 1955 with a Master of Arts in Education. Taught in the Nursing Science Program at Queens College of C.U.N.Y. (City Univ. of NY) for 15 years, until the program was phased out, then taught in the Home Economics Dept. of Queens College C.U.N.Y. until her retirement 31 Jan. 1977.

BARBARA WATTS CLAY

Graduated from the New England Hospital for Women and Children, Mass., February 1943. I was called to active duty August 2, 1943 — assigned to Drew Field, FL and Hunter Field, GA before going to Bowman Field, KY. I graduated with the 10th Air Evac. class April 14, 1944. We arrived in Italy, June 16, 1944 as replacements in the 802nd Evacuation Squadron. I flew 112 missions in Italy and Southern France. I returned to the states August 31, 1945. I married Louis Clay, May 25, 1946.



Barbara Watts Clay

SALLY ADA SELLECK COATS

Born in Sudbury, Vermont, 23 May 1922. Graduated from St. Luke's Hospital School of Nursing, New York, went on active duty 1 February 1944. From McCook Air Base, went to Bowman Field, graduated, Class 44F; went to Hickam Field 830th MAES, flying Southwest Pacific routes until shortly after VJ Day. Subsequent stations: MacDill, Albrook (flying patients through Central America), Letterman Hospital (joint staffing), Travis AFB flying Korean casualties in CONUS), Walker AFB, New Mexico (married Capt. Roger Coats), Loring AFB, United Kingdom (assigned with Roger), Barksdale AFB, Malmstrom AFB (re-



"Sally" Ada Selleck Coats

tired 1964). Earned bachelor's degree in Health Care Management 1974. Worked since 1967 in gerontology, then 15 years with California Health Care Services. Past 5 years to present working (currently part time) as research analyst for medical projects at Systemetrics-McGraw Hill, in Santa Barbara. Living since 1967 in Santa Ynez Valley, near Santa Barbara.

ELMER F. COX

Born 6 Oct. 1912 at Kansasville, Wis.; son of Francis W. and Margaret Cox. Raised on a farm, graduated from high school at age 15, entered Univ. of Minn. at age 17 as Pre-Med student. Received scattered education at Univ. of Minn. and Univ. of Wis. earning no degree. Basic medical training at Camp Robinson, Ark. Army Med. School, Walter Reed Hosp., Washington, DC. School of Air Evac., Bowman Field, Ky. and Aero-Medical School at Gunter Field, Ala. Was NCOIC of Operating Rooms Drew Field, Fla. assisting surgeons in training surgical techs in Operating Room work. Was with 816th MAES in Europe until his discharge Oct. 1945.



Beverly and Elmer Cox — 25th Anniversary.

Returned to college after the war and ran a grocery store. Reenlisted July 19, 1950 for Korean Conflict doing Air Evac. with 1453d MAES at Hickam, Field flying wounded from Tokyo to Calif. 1954-'58 was NCOIC of Flight Surgeon's Office. Truax Field, Madison, Wis. Left Air Force 1958 to become Hearing Aid dealer and fitter which he is still involved in. Married Beverly Wiseman Jan. 27, 1962 — they have no children. He is a perpetual student and has patented medical equipment. Did a survival test in the Pacific wearing a 40 lb. cast to observe the outcome of "ditching" at sea in a cast. Says he darned near drowned! When not inventing, is interested in music and has his own publishing company known as Seekure Pub.



L-R: Col. John Moore, Elmer Cox

PHOEBE LAMUNYAN COZAD

N-736258 — Rank achieved Capt.
Classification — Nurse, gen. duty; flight nurse; administrative nurse. Served in ETO



Phoebe LaMunyan Cozad

with 819th MAES. After E.T. Day, sqdns. and nurses were being reassigned. Jeanie Brown and I were the only two remaining with 819th. I was reassigned to the 101st Gen. in Berlin. Aug. 10th and 11th, 1945, Charles E. Cozad and I were married. He was A.R.C. Field Dir. I was reassigned to Berlin Hdqtrs. attached to 78th Armored Div. July 1946 was discharged in Frankfurt, Germany and assigned to G1, Berlin Hdqtrs. for civilian employment. Returning to the states, we lived in Montana for two years, then in Calif. where Charles taught and counselled in Vallejo. After completing my B.S. in Public Health Nursing and Fld. Certification, I school nursed and taught in Napa. Our marriage produced 7 children in 7 years. Our youngest was killed by a "hot rod" in 1961. We had 6 children in college at one time, the family has produced a College Professor, Pilot, Forester, C.P.A. Navigator, Lawyer and Nurse Educator. Charles died Oct. 10, 1972. After retiring from Napa School System June 1983, applied to the Peace Corps, was accepted, serving as Health Educator and Senior Nurse from April 1984-June '86 in Fiji. In 1987, reapplied to Peace Corps and was assigned to Antiqua. Sept. 1988, terminated my service with Peace Corps, settling in Chillicothe, Mo. Recently had much needed orthopedic surgery and am recuperating.

KATHRYN HAAS CRANE

Was a member of the 822nd MAES in 1944 and 1945 — stationed in the Azores, Newfoundland and Paris — flying with patients to New York and Miami, an experience I shall never forget.



Kathryn Haas Crane

After my discharge from the Army Air Corps I did a short stint of Private Duty in Cleveland, Ohio, before working as Head Nurse in the Emergency Room of my Alma Mater, Mt. Sinai Hospital. I met my first husband there and was married in 1948. In 1951 we decided to visit Barbara Evans Mercer, an 822nd friend, who lived in Seattle, with the thought of living there. Seattle is now my home.

1951 to January 1956 — worked for Group Health Cooperative as a clinic nurse.

1956 to 1965 was a housewife and mother of 4 girls — Bea, Mary, Sally and Margaret.

1965 to 1985 — Clinic Nurse at Group Health again until I retired in 1985.

Divorced my 1st husband in 1975 and was married in 1981 to Albert Crane. He has 2 sons — one living in Seattle, one in Los Angeles. I have 3 daughters living here in Seattle. The oldest, Bea, lives in Delaware with her husband and 2 children, Gene and Katie — my only Grandchildren.

FLORENCE MONI CRUM

Florence (Moni-Young) Crum. Born in Rossett, PA. May 2, 1917. Graduated from Kings County Hospital School of Nursing in 1937, in Brooklyn, N.Y. Entered service in the U.S. AAF in 1943, with basic training at Drew Field, Tampa. Assigned to B-17 Bombing Range Base at Avon Park, Florida. Volunteered for Medical Air Evacuation and attended School of Aviation Medicine at Randolph Field, Texas. Graduated 8 May 1945. Sent overseas with 830th Air Evac. Squadron, based in France (Orly Field, Paris), flying to Mitchell Field, N.Y. Married Carl Crum in 1946, separated from service and lived in Miami, FL 1946-77. They have two sons and one daughter. Activities in the work field included Hospitals, Private duty, Doctor's offices, First Aid room at Hialeah Race track, with time off for children's infancies. In 1977, they moved to the country are now happily communing with nature.



Florence Moni Crum

LOUISE ANTHONY deFLON

Born . . . June 8, 1916, San Bernardino, California. Education: Graduated High School, Barstow, Calif. 1932; Pre-nursing, Graceland College, Lamoni, Iowa; Nurses Training, graduated 1936.



Louise Anthony deFlon

Entered military service September 1942, stationed Basic Flying School, Gardner Field. Served in ETO with 816th MAES. Left Orleans, France, to return to States for surgery on spine at Richmond, Va. General Hospital. March, 1945. Retired, disability June 1946.

Studied San Bernardino Valley College two years. "Law four years, different schools. No degree in law.

Traveled widely over the world after Marriage.

Came to Spain in 1967, liked it so well, immediately bought an apartment, in 1970 (the house that I now live in at Nueva Andalucia, Marbella, Spain.)

Life has been very good to me, even though I've had continuous physical problems.

Military experiences, unusual, privileged to serve, at the time I never realized how very unusual it all was, . . . Just doing our work, exciting, dangerous, losses of dear friends, but all in all NOT TO HAVE BEEN MISSED!

SUELLA BERNARD DELP

Born Waynesville, Oh. March 9, 1919. Graduated from Springfield City Hospital, Springfield, Ohio 1940. Entered service at Jefferson Barracks, Mo. April 1943 entering Flight Nurse School at Bowman Field, Ky. Nov. 1943 graduating Jan. 1944. Feb. 1944 assigned overseas — with 816th MAES in Scotland, Greenham Commons, England — and subsequently to eleven other stations in England, France and Scotland. Flew C-54's on Trans-Atlantic flights with patients and C-47's between France, Germany and England. Flew in the first glider snatch with patients from Remagen, Germany across the Rhine March 22, 1945. Discharged from service Nov. 1945. Has worked in various phases of nursing and now lives with husband, Luther Delp in Carlisle, Pa. They have one son, John.



Suella Bernard Delp

MARION CLARK DUBBS

Born in Newark, NJ. Obtained an R.N. from the Jersey City Medical Center, later received a B.S. degree from Columbia University in New York City.



Marion Clark Dubbs

While teaching at Bloomfield, NJ, joined the American Red Cross in 1942. In 1943 was inducted into the ANC and sent to the Air Evacuation School, Bowman Field, KY. Upon graduation was assigned to 812th MAES, Southwest Pacific Area. Home Base — Hickam Field, Hawaii. Her long flights over the Pacific to forward areas included Canton

Island, Tarawa, Kwajalein, Guam, Saipan, the Leyte Gulf and Okinawa.

She married Capt. Roger Dubbs in Nov. 1944 at the home of Dr. and Mrs. Loper in Honolulu with General William Ord Ryan acting for her father. Dr. Loper headed the War Labor Board for the Hawaiian Islands.

Discharged Nov. 1945, became Assistant Dean of Women at Purdue University. Later she and her husband moved to Red Bank, NJ where their three children Roger Bruce Jr., Barry and Cheryl were born. Both sons served in Viet Nam.

Moving to Cincinnati, Ohio in 1952 she was Health Educator for the Hamilton County school system. In 1971 they moved to Lake Forest, IL.

Now retired, Lt. Col. (Ret) Roger and Marion Dubbs, grandparents of three, live in Universal City, TX; the home of Randolph AFB.

RICHARD K. EBERLINE

Richard K. Eberline, served as Surgical Technician, T/3, 820th MAES with 5th A.F., trained at Bowman Field Ky. Sailed under the Golden Gate Bridge on the Luxury Liner USS America on Feb. 19, 1944. Arrived Port Moresby, New Guinea Mar. 13, 1944. Left Holland, N.G. for Leyte Nov. 22, 1944 by boat. Evacuated wounded from Palawn, Mindancac, Panay, Cobu in the Philippines and the PALAU Islands. Left Leyte June 1945 for Okinawa. Flew from Okinawa for Manila where I boarded a Merchant Marine Ship Sept. 9, 1945. Held sick-bay and arrived in San Diego, Oct. 2, 1945. Had sick-bay on troop train to Camp McCoy, Wisconsin. Decorated with Air Medal, Air Crew Member Badge (Wings), Three Overseas Service Bars, Asiatic-Pacific Theater Service Ribbon with Bronze Star, Philippines Liberation Ribbon with one Bronze Star. Battles and Campaigns — New Guinea, Bismark Arch, Western Pacific, Southern Philippines and Luzon. Had 498 combat hours. On Okinawa, saw the Green strip down the runway for the Japanese Surrender Sept. 2, 1945. He retired from the V.A. with 33 yrs. Service in 1976.



Richard K. Eberline

GRACE HAWKES EDENFIELD

Born in New Providence, Iowa April 1918. She spent her childhood thru High school in North Loup, Nebraska. Graduated from Lubbock, Texas Sanitarium School of Nursing, (now Methodist Hospital) in Jan. 1941. Joined the U.S. Army, stationed at Camp Robinson, Ark. in the summer of 1941. Transferred to the AF in January 1942 stationed at Jefferson Barracks, Mo. She graduated from Air Evacuation School at Bowman Field, Kentucky in January 1943, was sent to England with the 806th M.A.E.S. in April 1943, flying wounded soldiers from France after D-Day. After a move to Prestwick, Scotland she flew patients transatlantic to New York. Moved to France in



Grace Hawkes Edenfield

December 1944 and flew patients to the Azores. In February 1945 flew patients again on the continent. This continued (the 806th moved 13 times in one year) until March 1946 when she returned to the U.S., stationed at Maxwell Field, Ala. where she met her future husband, Claxton M. Edenfield. After their marriage in June 1946, she retired so she could go with him. After about a year in Hawaii he retired and they returned to the U.S. settling in Tallahassee, Fla. There they raised three lovely children (two boys and one girl).

Claxton died of a brain tumor in 1974, she has lived quietly in the same house with her youngest son, enjoys visits with three grandchildren and occupies herself with feeding wild birds and animals, reading, and working crossword puzzles.

ELSIE BRENNAN EDWARDS

Born in New Haven, Connecticut 13 August 1921. She graduated from the Hospital of St. Raphael School of Nursing in 1942, joined the American Red Cross, enlisted in the ANC and was called to active duty in the Spring of 1943 to Drew Field in Tampa, Florida. She attended Flight Nurses School at Bowman Field, Kentucky and graduated April 1944, was assigned to the 802 MAES Naples, Italy and to the south of France on temporary duty. She evacuated patients from Italy and southern France to station and to general hospital.

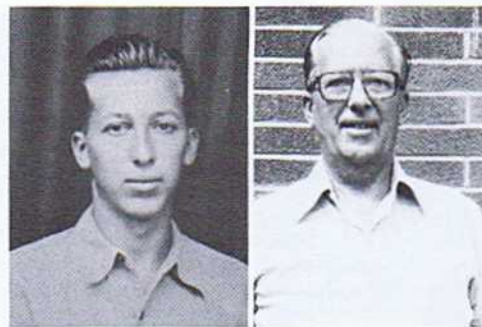


Elsie Brennan Edwards

She married Captain James R. Edwards ("Eddie") of the 62nd Troop Carrier Command on 2 March 1945 in Tarquina, Italy. Returned to the states in 1945 and was discharged as a 1st Lieutenant. Raised Judith, James, John and Jill Edwards. Has been practicing as a Registered Nurse in the geriatric setting for the past ten years.

CLIFFORD J. EMLING

Served in China Burma India Theater as flight technician with 803rd AIR EVAC. SQDN. The 803rd trained at Bowman Field, Ky. Sailed from Los Angeles on the U.S.A.T. George Washington Sept. 1943. Arrived Bombay, India 42 days later and arrived at



Clifford J. Emling

Chabua, India in Dec., home base for the next two years. Jan. 1944, temporarily assigned to Kunming, China and attached to the 14th Air Force. From there, made flights to various air fields in S.W. China.

March 1944, returned to Chabua. During next few months flew regularly to landing strips in Burma, in support of Merrill's Marauders on their march on Myitkyina, Burma, evacuating the wounded to the hospital at Ledo, India. Decorated with the Air Medal. Other awards, Presidential Unit Citation, China War Memorial Medal, Asiatic Pacific Medal with three Battle Stars.

Remainder of time in CBI, made Hump flights between Chabua and Kunming, as well as flights to Calcutta, Karachi and other points in India and Burma. Following V-J Day, took part in Rescue Flights to Rangoon, Burma to pick up released military and civilian POWs from Japanese prison camps in Indo-China.

Returned home on the Gen. Hase, sailing Calcutta to NY — fall 1945. Wife's name Marge (Margaret Neeley), 2 children, Lois and David. Employed by General Motors Corp. doing Material Control at the Chevrolet Plant in Cleveland, Oh. Retired in 1982.

JUANITA WILSON ENGELBRECHT

Juanita Wilson born in Covington, TN 21 Sept. 1917. Graduated from Methodist Hospital School of Nursing, Memphis, TN 1939. Joined the American Red Cross, called to active duty 1 April 1942 at Tyndall Field, Panama City, FL. Married Eugene Engelbrecht Feb. 1943. Graduated from Air Evac. School, Bowman Field, KY March 1944. Sent as a replacement to the 807th MAES, 12th Air Force, in North Africa and then to Italy. Evacuated wounded from Germany, France, Yugoslavia and Italy to Rome, Florence, Naples, Bari and Catania. Received Air Medal and clusters. Relieved from active duty 31 Oct. 1945, rank 1st Lt. Husband's career involved living in Memphis, St. Louis, Chicago and Cincinnati with our four sons Bob, John, Jim and Alan.



Juanita Wilson Engelbrecht, Juanita and Gene

DOROTHY WHITE ERRAIR

Born in Paterson, New Jersey, 24 Jan. 1920, moved to Michigan in 1923, graduating from Providence Hospital, Detroit, in 1942 and joined the ANC in Jan. 1943. She graduated Flight Nurse School at Bowman Field, Ky. in July 1943, was assigned the 807th MAES. Future bases were Bizerti and Tunis in North Africa; Catania, Sicily; Rome, Siena and Leghorn in Italy. The 807th MAETS evacuated British, American, German, and Polish wounded from the Italian front lines to Algiers, Malta and hospitals in the Italian rear areas.



Dorothy White Errair

She returned home after VE Day in August 1945, discharged in December 1945, returning to civilian life worked in the Operating Rooms in hospitals in Detroit and Ann Arbor, Michigan. Her marriage in 1948 to William C. Errair produced 4 sons and 2 daughters. Moving from Michigan to Florida in 1967, she continued working in the Operating Room until she retired in December 1986.

JAN WYATT FAULKNER

After finishing nursing school I joined the military in 1943. Went to Bowman Field in 1944, graduated, joined the 802nd in Italy and Southern France. I returned home in Sept. 1945 and was sent to The School of Medicine in Texas. My next assignment was Robins Fld., Ga., where I met Dwight Faulkner and later married him. My last assignment was Westover Fld. Mass. I flew the Atlantic run from Westover to Germany. In 1948 I resigned and became a military wife. We had three wonderful children. Had some good tours like Germany and Hawaii. My husband retired in 1964, joined Hughes Aircraft in Fullerton, CA and I returned to nursing. After my husband's death in 1977, I worked until 1986. Spend my time caring for home, travel and gardening.



Jan Wyatt Faulkner

AGNES ESTHER FLAHERTY

Born at home in Portland, Maine, the eighth of 11 children. She was raised and educated in Portland, Maine entering The Maine Eye and

Ear Infirmary School of Nursing in 1937. Subsequent to graduation, she worked at the Maine Eye and Ear, a general hospital as an X-ray-technician and an orthopedic nurse.

April 6, 1942 Agnes joined the ANC at Grenier Field, Manchester, New Hampshire, volunteered to go to Richmond AAB in November 1942 when a meningitis epidemic was occurring. In May 1943, she was assigned to the Air Evacuation School at Bowman Field.

She was assigned to the 809th MAETS in the Central Pacific October 1943. September 2, 1945, the 809th was returned to the USA for the separation process.

She graduated from Teachers College, Columbia University 1951, (General Dwight David Eisenhower was president of Columbia) with a Bachelor of Science in Public Health nursing. She joined the Army Reserve Corps which was being organized in 1947 and retired from the Army Reserve as a Colonel.

Staff Nursing in New York during the school years, public health nursing in Flint, Michigan 1951-1952. Recalled to Service in 1953 as an Army Health Nurse at Camp Carson, Colorado Springs, Colorado. Assistant Director of Nursing at Maine Medical Center in Portland 1955-1957.

The Catholic University of America 1957-1960, Master of Science Nursing. Director of Nursing Education at Mercy Hospital in Portland 1958-1961. Executive Director, Maine State Board of Nursing, 1961-1969. Vice President of Nursing, Maine Medical Center 1969-1980. American Nurses Association Activities.

President, District and State Association (Maine.)

Chairperson, Council of State Boards of Nursing for 3 years.

Chairperson and member, Commission on Nursing Service administration; chaired Reimbursement Task Force.

Adjunct appointments at Boston University, University of Maine, Nazareth College Division of Nursing (Michigan).

A Deborah Morton recipient, Westbrook College, Portland, Maine.

Since retirement, coordinated Saco Valley Hospice Program for five years as a volunteer, still serve as a volunteer and on the Board of Directors.

WILMA SHACKLEFORD FORD

Born Knoxville, Tennessee. Graduated from high school St. Petersburg, Florida. B.A. degree University of Tennessee. Graduated from Orange Memorial Hospital, Orlando, Florida. Entered the service September 1943.



Wilma Shackelford Ford

Graduated from Air Evacuation School, Bowman Field, Louisville, Kentucky 14 April 1944. Assigned to the 825th M.A.E.S. Sailed for North Africa July 1944 with Headquarters at Casablanca, French Morocco. Conducted Air Evacuation flights from Casablanca to Azore, Newfoundland, Bermuda and the United States. Transferred to Karachi, Air Base, India January 1945, flying to Abadan,

Iran and terminating Cairo, Egypt. Transferred to Payne Field, Cairo, Egypt June 1945 with flights to Tripoli, Libya terminating Casablanca. Discharged Fort Bragg, North Carolina November 1945.

Married Francis M. Ford at Norman, Oklahoma 1948 where I did graduate medical social work at the University of Oklahoma. After husband was recalled to active duty, October 1950, as a military wife was stationed at Langley Field, Va., Monterey Language School Ca, Wiesbaden, Germany, Ft. Leavenworth, Kans., Montgomery, AL, Rhine Main, Germany, Wright Patterson AFB. Oh. (4 times) United Nations Staff, Seoul, Korea. Is Volunteer tour guide Air Force Museum. Volunteer coordinator, Arnold House Heritage Center W.P.A.F.B. Has two married daughters and three grandchildren.

MARGARET (BETTY) RICE FOUT

Born April 24, 1921 in Frederick, Maryland. Attended Hood College and graduated from The Union Memorial Hospital School of Nursing, Baltimore, Maryland in 1942. Entered military service 15 March, 1943 and was assigned to Alexandria Air Force Base, Alexandria, Louisiana. After graduating from the School of Air Evacuation at Bowman Field, Kentucky, went to England with the 819th MAETS February 1944. The 819th evacuated wounded from France after D-Day, spent a month in Italy flying patients from the Florence area of combat, flew the Trans-Atlantic run for six months, and when stationed in France evacuated wounded and POWs from Germany. Joined the 811th in June 1945 for duty in the Pacific but we were not called. Discharged as a first lieutenant, December 1945. Married to Murray H. Fout, a lawyer, who saw combat in the Pacific with the Navy. Mother of two children, Anne and John.



Margaret (Betty) Rice Fout

MARYBELLE FRASER SPALDING

Born in Pinole, CA, attended Merritt Hosp., Oakland, CA, graduating as RN, did post-grad work in Pediatrics at LA Co. Hosp. in 1936. Worked at Hilo Mem. Hosp. Hawaii for a year, then to Hoholau Plantation Hosp. as CN for a yr. Toured Europe in 1939, returning to US to



Marybelle Fraser

work at San Jose State College, CA. In 1941, went to Europe via Johnson Line Freighter through the Panama Canal. Before reaching Rio, had had mutiny on board, one burial at sea and 4 sailors in irons below. Entered the service at Preceido Letterman Hosp. Feb. 22, 1942. Set up a base at Camp Stoneman, took care of 200 Tank Corps members with measles. Went to SAE at Bowman Fld., Ky. graduated and became CN for 813th MAES stationed in the ETO. Traumatic experiences of the 813th included the loss of flight nurse, Mary Jackley and technician, John H. Salmi in a C-47 crash and the capture of Reba Whittle by the Germans.

ADA ENDRES FRISK

Born in Seattle, Washington 24 March, 1921. Graduated from the Swedish Hospital School of Nursing, Seattle in 1942, joined the American Red Cross Nurse Corps, was called to active duty 10 May 1943 at Fort George Wright, Spokane, Washington. Graduated from the School of Air Evacuation, Bowman Field, Kentucky 11, March 1944, was sent to New Caledonia in the South Pacific, thence to Guadalcanal with the 801st MAES, serving in the North Solomons, Bismarck Archipelago, New Guinea and Philippine Campaigns. Returned to the States in March, 1945. Decorated with the Air Medal, other awards Presidential Unit Citation, Asiatic-Pacific Medal with 4 battle stars. Discharged May 1945, graduated from University of Washington with B.S. in Nursing 1945, Public Health Nurse in Snohomish County, WA. Married W. William Frisk, 1951 in San Diego, mother of Steven, David, Michael and Martin. Taught maternity nursing in School of Nursing in Green Bay, Wis., was School Nurse in Edmonds and Mukilteo, Washington, many years. Retired June 1984. Elected Commander of local VFW Post 4783 in April 1989. Active in Red Cross blood program locally.



Ada Endres Frisk

Bowman Field 2 July 43. TDY July to Sept. '43 to Dunnellon AAB, FL. Served in ETO with 811th MAES. Following 4 transatlantic flights to clear hospitals in England, flew patients from France to rear echelons after D-Day. Earned Air Medal with Oak Leaf Cluster. Honorably discharged 30 Oct. 45. Joined reserves in Brooklyn NAS while working on B.S. and M.A. degrees at T.C., Columbia Univ. Called to active duty 1951 beginning at Hunter AFB Hospital on to Kelly AFB to fly patients from various bases on the west coast to their home states during the Korean war. Discharged as Captain from Kelly AFB 31 March 53. Civilian nursing until retirement included Public Health Nursing, School Nurse Teacher and Nurse Educator. Married CHARLES L. FROST 30 June 56. Three children, Michael, Anne Marie and Kathleen. Enjoying retirement and five grandchildren since 1985.

MARY TAGGART GADDY

(N 787432) Born in Lawrence County, Ill., 15 Nov., 1918. She graduated from The Olney Sanitarium School of Nursing, Olney, Ill. in 1940. Volunteering for military service on 15 April 1943 she reported to Jefferson Barracks, Missouri for active duty. On 28 November, 1943, she was sent to the A.A.F. School of Air Evacuation, Bowman Field, Kentucky where she graduated 21 January, 1944 and was assigned to the 815th M.A.E.S. The unit passed through Camp Kilmer, New Jersey on their way to the E.T.O. and on March 12, 1944, we boarded the Ile De France landing in England 20 March, 1944. After being stationed in England the unit transferred to Orly Field, near Paris, France. On 17 August, 1945, she was married to Sgt. Marian P. Gaddy in Naples, Italy. They honeymooned on the Isle of Capri. Discharged 5 December, 1945 as First Lieutenant at Scott A.F. Base, Scott Field, Illinois. Her present address is Vincennes, Indiana.



Mary Taggart Gaddy

the ANC 6 May 1943 taking basic training at Ft. George Wright. Transferred to Ephrata, Wash. where the unit set up the base hosp. Received orders for School of Air Evac. at Bowman Field, Ky. while stationed at Pocatela, Idaho. Graduated March 11, 1944. Left Camp Kilmer, NJ March 10, 1944 arriving in Scotland 4 April, stationed at Spanhoe, England. Transferred to Cottesmore, where D-Day found her hospitalized with German Measles! On TDY to Orley Field and LeBorgue, transferred from France to Scotland with the 830th MAES making Trans-Atlantic flights. After her discharge at Great Falls, Mont., 13 Oct. 1945, married Eugene Glass Jan. 1946. They had three children, 6 grandsons and one granddaughter. With the help of God and friends, she is running a Nursing Home called Cottesmore, in memory of Gene, who died in 1963.

BETTY BERRY GODIN

Born in Cincinnati, Ohio 27 April 1919. Graduated from Western Pa. Hosp. 1941, joined the ANC and was accepted at the Bowman School of Air Evac. graduating in the third class. Was assigned to the original 803rd MAES stationed at Chabua, India in the CBI. Flew the "Hump," evacuated Merrill's Marauders, met Dr. Gordon Seagraves, visited his Burmese hosp., and was on the 1st medical team into Burma after Gen. Stilwell "walked out." Was assigned to Buckley Fld. in Denver, CO from overseas, met her future husband, Eugene Godin and left her heart in San Francisco, when she married Gene there. Later assigned to the 830th AEG at Hickam Fld., flying the Pacific. Discharged as Capt. 4 Feb. 1948, joined her husband in Japan. A military family for 20 years, one son was born in Madrid, one in Tucson and their daughter in Japan. Lived in Mass., Fla. and are now settled in beautiful NC. She did some part time nursing but enjoys gardening and crafts — calls herself the "happy hooker."



Betty Berry Godin

HELEN KIKLOWICZ FROST

Born 2 April 17 in Yonkers, N.Y. Graduated from Binghamton City Hospital 1940. Joined ANC via Red Cross at Fort Ontario, N.Y. 15 Sept. 42. Applied for Air Evac., graduated at



Helen Kiklowicz Frost

INEZ LELAND GLASS

Born in Tacoma, Wash. 7 Feb. 1922, youngest of 11 children. Attended the College of Puget Sound, graduated from Tacoma Gen. Hospital School of Nursing in 1942, entering



Inez Leland Glass and Granddaughter

ETHEL WRIGHT GORMAN

Born in Noxen, Pa. 1920. Graduated Lehman High School 1937, Wilkes-Barre General Hospital 1942, joined Red Cross May 1943.



Ethel Wright Gorman

Entered Army Air Force July 1943 reporting to Eglin Field, Fla. Graduated School of Aviation Medicine, Randolph Field, Tex. Class 44G. Activated Designated Flight Nurse Apr. 1945 1st assignment Stockton Field, Calif. AFATC 9154 — Reassignments were 830th MAE 554th Memphis, 830th Maes, Ft. Dix, 1564th AAB PACD Mather Field, Santa Monica Redistribution Center, 2132 AAF Maxwell Field. Married Capt. G. Ansel Gorman at Maxwell Chapel Nov. 6, 1945. Returned to civilian life. Did only volunteer nursing for 20 years while raising Patricia and Virginia — After refresher course in 1968, returned to nursing specializing in Gerontology. Retired to Florida 1981.

CDR. SOPHIA H. GORMISH

Cdr. Sophia H. Gormish graduated from Jefferson Medical College School of Nursing, Philadelphia, PA. As a member of the Navy Nurse Corps was stationed at U.S. Naval Hospitals in Portsmouth, VA; Pensacola, FL; Corpus Christi, TX; and San Diego, CA.



Cdr. Sophia H. Gormish

Received her flight wings at Gunter Air Force Flight School, Gunter, AL, 28 April 1951 — Class of 51-C.

Assigned to VR II Alameda, CA, as a Navy Flight Nurse, flying from Alameda to Honolulu on the Navy's largest plane "Mars" which took off and landed on water carrying dependents.

Transferred to VR VIII-1453rd MAES. Flew from Hickam AF Base in Honolulu to Midway Island to Haneda AF Base in Tokyo, Japan, returning the American Korean casualties to U.S. via Tripler Army Hospital, Oahu; Travis AF Hospital, CA. Also flew to Johnston Island, Wake Island, Kwajalein, Guam and Manila, Philippine Islands.

Selected for school, University of Buffalo, graduated with BS Degree in Nursing Education. Recipient of the Alumnae Association Award for outstanding scholastic achievement.

Assigned as instructor at USNH Corps School, Great Lakes, Ill. Recruiting duty in Pittsburgh, PA, as Nurse Programs Officer.

Selected for school, University of Minnesota, graduated with MS Degree in Nursing Administration.

Assigned as Dependent Supervisor, St. Albans, N.Y. and Chelsea, MA, and as Chief Nurse, Kenitra, Morocco. Returned to U.S. on the Italian ship, "Michelangelo."

Retired in 1973 from USNH Camp Pendleton, CA, as Chief of Nursing Service.

MATILDA D. GRINEVICH

Born 2 Oct. 1915 at Mahonoy City, Pa. Graduated as RN in 1937 from Univ. of Pa.; graduated with BS in Nursing in 1964 from E. Carolina Univ. Served as flight nurse during WWII assigned to the 801st MAES. During the Korean Conflict, was assigned to the 1453rd MATS, Hickam Fld., Hawaii; Chief Flight



Matilda D. Grinevich

Nurse of the 1st Aero-Med Evac during the Vietnam era at Pope AFB, NC; CN 811th Med. Grp. at Loring AFB, Me.; CN Langley AFB, VA; Chief Flight Nurse, 1st Ameg, Pope AFB. Worked as Industrial nurse in NY, NY Daily News, NY, Med. Sec. Nat. Biscuit Co., NY, Dir. Nursing Serv. at Cape Fear Valley Hosp. of Fayetteville, NC, reopened wards and OR at Sheppard AFB, TX. CN 7603rd USAF Hosp. Zaragoza, Spain, Tech Trng., Advanced Nursing Adm. Course in Tex. Has received numerous honors in the nursing field as well as belongs to numerous nursing organizations. Awards: WWII Victory Medal, Asiatic-Pacific Campaign Medal, Navy Unit Commendation, Air Medal with 4 OLCs, Korean Serv. Medal, UN Serv. Medal, Army of Occupation Medal plus many others. Has logged 7,000 flight hours flying in C-47s, C-54s, C-97s, C-123s, C-124s, C-130s, helicopters, gliders and PBYS. Honors: ARC, Project officer for "TAC Evac of the Future" Display at the 50th Anniversary of Aerospace medicine and 25th anniversary of flight nursing. Retired from the USAF with the rank of Lt. Col.

WANDA GUSTAFSON

Graduated from St. Barnabas School of Nursing, Newark, N.J. Joined Red Cross and called to duty 24 February 1942 at Fort Monmouth, N.J. Assigned to Bowman Field in October, the 801st in December, and January 1943 sailed to Southwest Pacific. We evacuated patients from Solomon Islands. After 15 months returned to States and to Bowman to learn 'how to.' After several weeks we were pulled from class and assigned various bases when Continental Air Evac was started. After two years of Continental Air Evac, was out of Army for eighteen months. When Korean War started had orders for Japan and the 801st. Retired May 1964 to Kane, Pa.



Wanda Gustafson

Decorations: Air Medal with silver and bronze oak leaf clusters, U.S. Presidential and Korean Presidential Unit Citations, Southwest Pacific and Korean ribbons, each with two battle stars, and Navy Commendation ribbon.

JOSEPHINE COONEY HACK

Born in Mount Kisco, New York March 27, 1923. A graduate of St. Vincent's Hospital School of Nursing in New York City in 1943, she practiced nursing there until entering active duty 21 February 1944 at Scott Field, Illinois. Graduating from the Air Evac School at Bowman Field October 1944, Class of 44F, she was reassigned to Scott Field, Illinois until 30 March 1945. The next assignment was to the 830th MAES, Stockton, California. Flew domestic flights until reassigned to Hq. PD-ATC (1500 AAFBU) at Hickham Field, Hawaii on 27 June 1945. She flew the wounded from various Pacific Islands back to the States, including some of the American Prisoners-of-War liberated from Japan. Discharged on 20 March, 1946. Attended Syracuse University receiving a degree in Public Health Nursing. After serving as a Public Health Nurse, she married Eugene Hack and spent the next few years raising three lovely daughters, Nancy, Joanne and Mary Jeanne. Returning to nursing as a Pediatric Nurse in 1958, she retired in 1982. She now resides with her husband in Mahopac, New York and enjoys her three grandchildren.



Josephine Cooney Hack

KATHERINE S. HACK

Born Dec. 16, 1909 in Casey, Ill., with some of life's disciplines coming in the years amid those fertile prairies and historic Lincoln Cos. Hope and beauty are remembered from each spring's long walks in the woods for ferns and wild flowers — bluebells, violets, Dutchman's britches, spring beauties, trillium and may apples. Graduated from HS in Champaign, Ill. and from The Sisters of Mercy at St. Joseph's Hosp., Phoenix, Ariz. as a RN. War and history further expanded that education at the SAE at Bowman Fld., Ky., graduating Jan. 1944, assigned to the 821st MAES stationed in the CBI at Ledo, India in the Upper Assam Valley. Flew 59 combat missions as a flight nurse, was awarded the Asiatic Campaign Ribbon with three battle stars, the Air Medal with OLC and the Distinguished Flying Cross. With the historic event at the bombing of Hiroshima, Japan Aug. 6, 1945, my war ended. Returned to the US relocating in San Francisco March 1946, spending 7 years in



Katherine S. Hack

academia — earned an AB from San Francisco State Univ., BS from Univ. of Ca. at Berkeley, and MA from Stanford Univ. Holds memberships in the Commonwealth Club, life member of the Stanford Alumni Assn. and the AF Assn. Retired from the USAF in 1968 with the rank of Lt. Col.

ADELE BALL HARDENBERGH

Born in Shelton, Connecticut 23 June 1913. Graduated from Danbury School of Nursing in 1935. During her 23 years in the service she received her Basic Tng. at Drew Field, Tampa, FL, served as a general duty nurse at Avon Park, FL, Bolling Fld., D.C. and Private duty nurse for President H.S. Truman's Mother-In-Law at the White House, received her Flight Nurse Tng. at Bowman Fld., KY. Class 44 F, was a Flight Nurse Instructor at School of Aviation Medicine Randolph Fld., Texas, served as a FN during the Berlin Airlift, and throughout her tour of duty at Rhein/Main, Germany. Attended the University of MD and received a B.S. in Nursing Education, was Chief-USAFA Recruiting Program for Nurses, P.T.'s, O.T.'s and Dietitians at Wright-Patterson AFB, Ohio, served as Chief Nurse at Moody AFB, Ga., Forbes AFB, Kansas, and Homestead AFB, FL, was Pacific A.F. Command Nurse covering Hawaii, Japan, Korea, Okinawa, Misawa, Taiwan, Philippines and Vietnam. She retired 1 Aug. 66, in Feb. 67 married a CT sweetheart, N.W. Hardenbergh with two lovely daughters, is now a very happy wife, mother and grandmother.



Capt. Adele Ball in C-82 Rhein-Main, Ger.

SYBIL PEACOCK HARMON

Born Minden, Louisiana, 9 July 1916. Graduated Tri-State Hospital School of Nursing 1938. Flight attendant for Delta Air Lines 1940-1943. Entered the service January, 1944, AAF Regional Hospital, 28th AAF Base Unit, Coral Gables, Florida. Graduated class of 44G, AAF School of Aviation Medicine, Randolph Field, Texas. Special duty nurse to Gen. Hap Arnold January-April, 1945. Promoted to 1st Lieut. Joined 830th MAES, Stockton, Calif. Discharged from service May, 1946. Married Wallace Harmon that same month. Mother of Patricia, Peggy and



Sybil Peacock Harmon

Michael. Employed in obstetrical nursing in delivery room and in supervisory capacity at Baylor University Hospital, Dallas, Tex. Resigned from Baylor in 1963. Entered travel business in 1973 as world wide tour escort for large groups. Retired 1985. Now enjoying duplicate bridge, genealogical research and travel.

ARTHUR HEHR

A maverick, mover and shaker, who inherited these traits from his German (Russian-born) father, who came to this country from Russia with his parents and 5 brothers and sisters in 1910. He served as Personnel Sgt. as a Sgt. Maj. with the 816th MAES under the leadership of Maj. Haug, who was instrumental in devising the first Glider Snatch evacuation of the wounded in the ETO. He worked with Maj. Haug on his project, volunteered to "jump" during the Battle of the Bulge breakthrough in response to a call for a medic (permission denied), and May 7, 1945 flew in with a load of bogey wheels and drums of aviation gasoline to Nancy and Kaiserslautern, Germany to evacuate 24 wounded (with no nurse on board) returning to Paris after 8 PM. This was the last load of wounded for the 816th in the ETO.



Arthur and Harriet Hehr

Served 34 years with the Nat. Park Service (wearing the Smokey hat for 12 yrs.) at Glacier NP, Mont.; Grand Teton NP, Wyo.; Lassen Volcanic NP, Calif.; Mt. McKinley NP, Alaska (6 yrs.), Shenandoah NP, Va.; Virgin Islands NP (3 yrs.) buying land for the NPS in the 18 northeastern states, Lake Mead NRA, Nev.; and Chalmette NHP, New Orleans (7 yrs.). Retired in 1974 moving to Santa Fe, hometown of his wife, Harriet. His niece, Angie Dickinson, is his sister's daughter.

CHRISTINE SIMONSEN HENNING

Born in Sutton, Nebraska. She attended Dana College, NE and graduated from Creighton Memorial St. Joseph's Hospital School of Nursing, Omaha, NE in 1940. Joined the American Red Cross and volunteered in the A.N.C., May 1943, was stationed at Kern's Field, Utah until she was accepted in the Air



Christine and William Henning

Evacuation School. She graduated 11 Mar. 1944 at Bowman Field, KY. She was assigned to the 822nd M.A.E.S. with the European Air Transport Command. Her awards include the Air Medal and the European and American Theater Service Medals. Married Capt. William W. Henning 3 Mar. 1945, and separated from the Army Air Corps, Aug. 1945. They have 3 sons, William, Jr., John, and Larry.

MARGARET NADEAU HENSEL

Born in Centerville, Minn., on 6 December 1921, graduated from St. Mary's Hospital Nursing School in Minneapolis October 1943.



L-R: Doris Benedict, Margaret Nadeau Hensel, Margaret and Leo Hensel.

Margaret joined the American Red Cross and received active duty orders with the ANC in November 1943, along with her best friend, Doris Benedict. They received their basic training at Hammer Fld., CA. They were assigned together throughout their tour of duty. After graduating from Air Evacuation School at Bowman Field, transferred to Randolph Field, Texas and were assigned to the 831st MAES for service in the Pacific theatre. She was discharged in February 1946.

She married Leo Hensel in July 1949 and has four children. She always worked in hospital nursing settings except for three years at a private clinic until she retired. She has remained a Red Cross Volunteer and is an active member of local American Legion and Veterans of Foreign Wars Posts.

It always stimulates for her a feeling of pride, camaraderie, gratitude and humility to recall the great experience — "I was a flight nurse during World War II."

ANNE C. HICKEY

Graduated from the St. Joseph School of Nursing, Lewistown, Montana on 14 May 1940. Returned to Ky., working as Assistant Head Nurse and Operating Room Supervisor at John Graves Ford Mem. Hosp., Georgetown, Ky. Inducted into the ANC 13 Nov. 1943 stationed at Sta. Hosp. AAB, Charleston, SC. 28 Nov. 1943, sent to SAE Bowman Fld., Ky., graduating 21 Jan. 1944, assigned to the 820th MAES serving in the Pacific Theater and participating in the following battles or Campaigns: Western Pacific, So. Philippines, Luzon, Bismark, Archipelap, New Guinea, Central Pacific. Decorations: Asiatic Pacific Ribbon w/b B/S, Philippine Liberation Ribbon w/l B/S. 28 June, 1945 to Debarkation Center in Manila, 1 July 1945 to Hickam Fld., Hawaii, 3 July 1945 to Hamilton Fld., Calif. Stayed at the Mark Hopkins Hotel in San Francisco, Calif. for R and R and was discharged 25 Nov. 1945 with the rank of 1st Lt.

MABEL JOHNSON HICKS

Served as a flight nurse with the 830th M.A.E. Squadron in Domestic and Overseas



Mabel Johnson Hicks

assignments, was assigned to AAF school of Air Evacuation 827th M.A.E.T Sq., Bowman Field, Ky. and designated a Flight Nurse on May 26, 1944. She was assigned to the 830th M.A.E. Sq. and flew out of Memphis, Tenn. In Dec. 1944 assigned to the Pacific Division, AAF BU, Hickam Field, T.H. The Marines who were wounded at Iwo Jima were brought to Saipan and Guam by the Navy and flown directly to Hamilton Field by changing crews. The wounded were picked up from holding stations on Okinawa and flown out with fighter escort before Okinawa was secured. Other patients were transported from various places such as Leyte, Biak, Los Negros and Tarawa. Manila holds memories for it was in August 1945 that the Atomic Bomb was dropped and returning with patients was put on hold for more than a month. All planes were essential for transporting the Army of Occupation to Japan. Discharged Nov. 27, 1945 at Ft. DeMoins, Iowa. First marriage was to Robert P. Weaver, an AAF Pilot who lost his life while flying the Berlin Airlift Jan. 18, 1949. Robert P. Weaver, son resides in Los Angeles, Calif. A B.S. degree in Nursing was earned at UCLA and M.A. in Health and Safety Education at Calif. State University, Los Angeles. Married to Shelby Hicks, M.D. They met at Bowman Field in 1944 and are happily retired in Merced, Calif. where they restore and fly antique aircrafts of World War II vintage.

FRANCES MARTIN HILL

Born and raised in New Richmond, Wisconsin. School of nursing — St. Mary's, Minneapolis, Minnesota. University of Minnesota after graduation to work and also acquire a certificate in Public Health Nursing. School Nurse in Anoka, Minnesota for one year. Industrial Nurse at Kaiser Shipyard in Richmond, California until called for active duty October, 1943 — at Fresno, California. Air Evacuation training followed at Bowman Field, Kentucky — and continued at Randolph Field in San Antonio, Texas. Flew patients around the United States for several months until receiving overseas orders. Served with 830th Medical Air Evacuation Squadron stationed in Honolulu, Hawaii from January 1945 to December 1946. Flew wounded and ill patients back to the United States from all the Pacific Islands and Japan. Married David Hill,



Frances Martin Hill

Air Force Pilot in 1947 and became an Air Force wife and mother of five children. After living in California, Florida, Hawaii, Massachusetts, Alabama, Japan, Oklahoma, Illinois and Louisiana we retired in Lafayette, Louisiana in 1972.

GERTRUDE DAWSON HILL

Entered ANC Oct. 5, 1942, with her first station being Med. Hosp., Santini at Mitchell Air Fld., Long Island, NY. Graduated from the SAE at Bowman Fld., Ky. May 1943, assigned to the 807th MAES Aug. 1943 in Catania, Sicily flying into Bari, Italy. Was a member of the personnel, who were lost in the Albanian Mts. Nov. 8, 1943 and forced to walk over the mountains in severe winter weather returning to safety 62 days later with physical as well as mental wounds. Except for God and Cpl. Gilbert Hornsby, medical technician on the trek, she would never have survived the ordeal. As they crossed the highest mountain in the Balkans, she slipped during a snowy blizzard and was pulled to safety by the Cpl. Returned stateside Jan. 8, 1944, did stateside air evac and Jan. 5, 1945 was married. Was discharged June 1945. Her husband was recalled during the Korean Conflict, Berlin Crisis and the Vietnam War and was discharged in 1979. During intervals between military service, they owned and operated their own newspaper in Tenn., saw Diplomatic Service with the State Dept. in Calcutta, India, lived in Germany and toured Europe, had a daughter, Candace, who has a daughter Adria. Her husband is now deceased and 7 years ago she received a calling to W.Va. to work for the Lord — is involved with House Bible Studies for Adults, Child Evangelism and Fast Prayer Retreats. Is very busy, happy and healthy working with the homeless and is considering a Chaplaincy.



Gertrude Dawson Hill

HELEN MORRISON HINDMAN

Born in Riverside, New Jersey 12 Sept. 1914. Graduated from West Jersey Hospital School of Nursing and later applied for a commission in the A.N.C. Nov. 1940. Spent two years in Iceland with the 11th Station Hospital 1941-1943. On returning to the states she graduated from Bowman Field, Kentucky



Helen Morrison Hindman

Nov. 1943 and was sent to England with the 813th MAES.

Following World War II she was the O.R. Supervisor at Lackland AFB until she resigned her commission effective March 1950.

She was a military wife for seventeen years continuing to work as a Federal Employee of the Air Force which involved stations in Alaska and the continental United States. Worked for the Veterans' Administration until her retirement in 1970.

Continues to do volunteer work at the local Community Hospital and in a doctor's office. Over the years she has attended college wherever she was stationed and at present still attends classes at her local Community College.

IVALEE L. HOLTZ

Graduated from University of Texas School of Nursing, Galveston, Texas in 1938. Entered Military Service at Hammer Field, Fresno, California in November 1942, graduated from the School of Air Evacuation, Bowman Field, Kentucky November 26, Class of 43 G. Sailed from San Francisco to join the 801st MAES, attached to the 13th Air Force where she flew 800 hours, 250 of which were in combat areas in the North Solomon Islands, New Guinea, Bismark Archipelago, Western Pacific, Luzon and Southern Philippines. Returned to the States on a PB2Y Naval plane and was stationed briefly at McClellan A.F. Base, California before separation from the service.



Ivallee L. Holtz

Worked at Gorgas Hospital, Panama, Canal Zone, returned to active duty at Randolph A.F. Base, Texas October 1951, was stationed Loan, France, Torrejon, Spain, Schilling A.F. Base, Kansas. Was Chief Nurse at Warren A.F. Base, Wyoming for 7 1/2 years before retirement in 1968. Received Air Medal with One Oak Leaf Cluster, Commendation Medal, Asiatic Pacific Campaign Medal with seven Battle Stars, Philippine Liberation ribbon with one Star, American Campaign Medal, WWII Victory Medal, National Defense Medal with one BSS, Air Force Longevity Service Award with three OLC, Philippine Independence Ribbon and Armed Forces Medal with one Hour Glass.

DOROTHY SAWYER HOPKINS

Dorothy Sawyer returned to the states where she was assigned to the 801st MAES, in July 1945, was married to Charles D. Hopkins that November, and settled in Philadelphia, Pennsylvania. In February of 1947, her husband accepted a position as a sales engineer with Lowrey Electric Co. in Williamsport, Pennsylvania where she gave birth to their son Mark that year, and their daughter Susan three years later. In 1958, Dorothy returned to college to get her Bachelor's degree in nursing and enjoyed a career as school nurse in the local school district for the next eight years.



Dorothy Sawyer Hopkins

After her husband's retirement in 1979, they moved to a retirement village in North Myrtle Beach, S.C., where she enjoys playing bridge and visiting with her three grandchildren.

ELEANOR M. HOPPOCK

Eleanor Minta Hoppock, an identical twin, born on a homestead in Colorado on September 29, 1910, moved to Oklahoma when she was two. In 1921 the family moved to Kewanee, Illinois where she finished grammar school and went to high school and in 1930 she entered Methodist Hospital School of Nursing, in Peoria, Illinois and graduated in 1933.



Eleanor M. Hoppock

Until 1943 she worked in the office of Dr. William Cooley in Peoria. In February 1943 commissioned a 2nd Lt. and joined the Army A. Corps at Amarillo Air Force Base in Texas. In August 1943, to Bowman Field for flight nurses training. Assigned to the 809th Air Evacuation Squadron and went to the Central Pacific in October, 1943. Separated from the service in 1945. Spent two years in New York and then to Caripito, Venezuela with Creole Petroleum Corporation as an industrial nurse for two years.

In 1951 was invited to join Regular Army as a Captain. Spent the years until retirement in 1960 at Walter Reed, in Washington, D.C., Fort Clayton in the Panama Canal Zone, William Beaumont, El Paso, Texas, and Sandia Base in Albuquerque, New Mexico. Retired as a Major.

After retirement went back to school and earned a degree in business administration at Texas Western College.

OTELIA HOVLAND

Born in Freeborn County, Minnesota April 23, 1916. Following graduation from the Naeve Hospital School of Nursing worked in an Outpatient Clinic. Joined the ANC May 1945 and was sent to Fitzsimons General Hospital. In 1947 graduated from Flight Nurse School Randolph AFB, Texas, accepted a regular commission and transferred to the Air Force. August 1950 sent to Japan for air evacuation duty with the 801st MAES. Promoted to



Otelia Hovland

Lt Col 1961. Assignments in California, Virginia, Germany, Washington, Texas, Taiwan, and others. Awards — Air Medal, National Defense Service Medal (W/1BSS), Korean Service Medal (W/4 BSS), WWII Victory Medal, American Campaign Medal, United Nations Service Medal, AF Longevity Service Award (W/5OLC), Army of Occupation, Distinguished Unit Citation. Retired October 1969 and moved to Colorado Springs. Joined Medical Resources, Inc. and served as Patient Care Coordinator, Director of Professional Services, and Administrator of several 100-bed facilities. Church activities, travel and etc. keep her busy.

PHYLLIS CLAY HURLEY

Born Craig, Colorado 10 Feb. 1921. Graduated from Newman County School of Nursing 1943. Member of American Red Cross. Reported for active duty 4 Jan. 1944 AAF Nurses' Training Detachment, Lowery Field, Colorado. Graduated from AAF School of Aviation Medicine, Randolph Field, Texas 14 April 1945, Class 45-C. Served in Asiatic Pacific theater in 809th MAES and 830th MAES, discharged 1st Lt. 6 March 1946. Married Captain John Hurley 1946. One daughter, Barbara. Bachelor of Science in Nursing, University of Colorado 1961. Employed in part-time nursing, retired 1976.



Phyllis Clay Hurley

ELEANOR FARR JAKOBK

Graduated from Robert Packer Hosp., Sayre, Pa. as a registered nurse, volunteered for ANC in 1943, was sent to Bowman Field, Ky. for the School of Air Evac, graduating in the class of 44B. Served in the Pacific Theater with the 820th MAES, evacuating wounded from the Philippine Island combat zone. Was stationed in Japan, helped evacuate American POWs from the Japanese mainland to Okinawa, in Okinawa the day Gen. Douglas MacArthur signed the Armistice treaty with the Japanese, also witnessed the devastation of Japan incurred by the Atom Bomb. Returned to Robert Packer Hosp. after the war and worked as a lab. technician advancing to head technician, a position she later attained



Eleanor Farr Jakobek

at the V.A. Hosp., Washington, DC. Joined a team at the Nat. Institute of Health doing research in cell sizing, formulated a solution which was utilized to complete research on the study of blood disease and was second author of an article describing that work which appeared in the Journal of NY Academy of Science. Married Joseph Jakobek, brother of her Air Evac friend, Fran Jakobek Beebe, in 1958, retired to Wyalusing, Pa. in 1969.

JOAN DENTON JERVIS

Graduated in the first class of Flight Nurses' Training at Bowman Field, Ky. Feb. 13, 1943, was assigned to the 806th MAES after graduation. Embarked for England from Camp Shanks, NY, July 16, 1943 on the SS THOMAS E. BARRY; landing in Liverpool, England July 27th; being stationed at Welford Park, Newberry, England.



Joan Denton Jervis

Left the service Nov. 1945, returning to United Airlines in San Francisco, Calif.; serving in management positions of In Flight Service for 25 yrs. Married James Lester Jervis, 1965, gaining a stepson and stepdaughter, James and Julia, later to become the proud grandmother of Amy and John.

Took early retirement in 1971 to follow her long-time dream of becoming an artist. After 4 yrs. of study at S.F. Art Academy and much hard work at the easel, can claim to have attained that goal.

LUCY WILSON JOPLING

Born in Big Sandy, Texas, 26 Aug. 1917. Graduated from Parkland Hospital School of Nursing in 1939. Joined the Red Cross, was called to Active Duty in ANC 8 Dec. 1940 at William Beaumont Gen. Hosp., in El Paso, Tex. Sent to Ft. McKinley, Philippines Sept. 1941. Bombed the night that Pearl Harbor was. Retreated to Bataan 24 Dec. 1941. Escaped to Corregidor April 9, 1942, and May 3 by submarine to Freemantle, Australia. Back to United States July 1942. Stationed at Shepard Field, Texas. Then to Flight Nurses School in Bowman Field, Ky., finished in 7th class Nov. 26, 1943. Jan. 1, 1944 was sent to



Lucy Wilson Jopling

Pacific as chief nurse of 801st MAES, to replace Margaret Richey, and flew to many islands. Decorated with Bronze Star, Air Medal, Asiatic Pacific Campaign with 8 battle stars, Philippine Defense, Liberation with two stars, and Independence. In 1945 got to help fly out some prisoners of war! Returned to States in July 1945. Dec. 1945 married XPOW Daniel W. Jopling. As military wife and mother of Suzanne, Michel, Patrick, and Mary we were in Japan 1952-55 and other stations till his retirement May 1961. Then I worked as Civil Service from 1963 till retirement 1980 in 2 military and 2 Indian Hospitals. Is now compiling her autobiography, "Warrior in White."

DOROTHY LONERGAN JOUVENAT

Born — Reddick, Illinois 20 May 1919. Completed the lower grades in Reddick and Nurses Training at St. Mary's School, Kankakee, Illinois. Graduated — Sept. 1940 as a Diploma Nurse.



Dorothy Lonergan Jouvenat

Joined the Red Cross in the fall of 1941 and called to active duty 1 Dec. 1941. Reported to Scott AFB, Ill.



L-R: Betty Wilson, Dottie Jouvenat, Leona Benson

To Bowman Field, Kentucky Dec. 1942. Attached to 802nd Air Evac. Sq., sent to the ETO Feb. 1943, covered the North African, Sicilian, Italian and Southern France Campaigns, were the first Flight Nurses to serve in a combat area. Received the Air Medal with 4 Oak Leaf Clusters - Have, Before Pearl Harbor

Ribbon, ETO Ribbon. After WWII did Office Nursing, Civil Service Nursing at Mitchel AFB, NY, returned to active Duty until discharge July 53. I obtained my wings by going through the School at Gunter, Alabama. Stayed in Flight Nursing 6 months. Chief Nurse at Chanute AFB, Illinois — and Dhahran, Saudi Arabia.

At Dhahran, met and married John B. Jouvenat, who was salesman for TWA. December 1954 Jack was transferred to Basra, Iraq as District Manager. Jim was born September 1956 and we came back to the states in July 1957.

I returned to Hospital Duty in 1959. Accomplished all my goals, and retired July 1982.

Now retired, enjoying Nature in the foothills of the Chowchilla Mountains, not too far from Yosemite, National Park.

LENORE LARIMER KETCHUM

Born in Aurora, Nebraska, 17 November 1913, graduated from St. Johns School of Nursing in 1941, and was first employed as a Neuropsychiatric Nurse with the Veterans Administration. In December 1942, she joined the Air Corps, graduated from the Air Evacuation School at Bowman Field, Ky. in Jan. 1944, departed for the European theatre on 13 March 1944, and served in the Normandy, Ardennes, Rhineland and Central Europe Campaigns. She was awarded the Air Medal with Oak Leaf Cluster as well as the European and American Theatre Service Medals. She was separated from the Service at Camp Beele, Calif. in October 1945. Married to James Ketchum in 1943, she returned to Private Nursing retiring in 1961. Although not active in Nursing she continued education at Calif. State Univ., San Diego and the University of LaVerne, Calif. She is an active member of the Freedoms Foundation at Valley Forge.



Lenore Larimer Ketchum

HELEN JOHNSON KIRKLAND

Joined the Army in 1940 with the intention of serving one year. Then, Pearl Harbor! Was stationed at Letterman Gen. Hospital in San Francisco, later transferring to Williams Air Base in Chandler, Ariz. to open the base hospital. Applying for air evac, she was accepted,



Helen Johnson Kirkland, Helen and Clyde

graduated in Jan. 1944 and was assigned to the 813th MAES serving in the ETO. She received the Air Medal and after 150 flights into enemy territory was sent stateside and discharged Nov. 1945. She married Clyde Kirkland and they have three children and 6 grandchildren.

CATHERINE H. KOLITSCH

Born in Appleton, Wisconsin, 4 February 1917. Graduated from Mary Thompson School of Nursing, Chicago, Illinois in 1941. Entered Military Service as an Army Reserve Nurse 10 August 1942, and received a crash course in Air Evacuation at Bowman Field, Kentucky from 21 December 1942 to 10 January 1943. As a member of the 801st MAES, sailed for the Southwest Pacific aboard M.S. Tjisadane on 22 January 1943. February, 1943 to March, 1944, engaged in air evacuation of patients from Guadalcanal and Solomon Islands area. Awarded the Air Medal with four bronze oak leaf clusters, the Asiatic Pacific Ribbon with one star, and received a letter of appreciation from a U.S. Navy Commander. Continued to work as a Flight Nurse in the U.S. after completing the prescribed course at the School of Air Evacuation Bowman Field, Kentucky. Discharged 11 December 1945 as a First Lieutenant. Returned to work at the University of Illinois Hospital in Chicago, retiring in 1981 with the title of Administrative Nurse III.



Catherine H. Kolitsch

ANN MACEK KRUEGER

Born in Erlauf, Austria 3/26/20. Graduated from St. Agnes School of Nursing, Fond du Lac, Wisconsin 1941. Joined American Red Cross and reported for active duty 10/1/42 at Chanute Field, Illinois. Married Gordon Krueger 6/5/43. Graduated Air Evacuation School, Bowman Field, Kentucky 3/11/44. Sent to England with 817th MAES evacuating patients from France after D Day. On TDY with ATC returning patients to US when there was a backlog. Received Soldiers Medal, Air Medal, and five battle stars for campaign participation in ETO. Returned to US 10/45. Discharged 12/45. Mother of 2, Sue Ellen and David. Held 3 reunions of 817th Sq. at my



Ann Macek Krueger

home in '65, '75, '80. Spent 25 years in Psychiatric nursing. Retired in '82.

GRACE HANCE KULICK

Graduated Jersey City Medical Center School of Nursing.



Bivouac - Bowman: L-R: E. Page, P. Leczner, G. Hance, M. Herbstreit

Entered U.S. A.N.C. April, 1943.



803rd Buddies — F.N. Reunion 1988. L-R: R. Boyd, G. Kulick, E. Page, M. Barsby, R. Savickis.

Served at Station Hospital, Columbia Army Air Base, Columbia, South Carolina.

Flight Nurse training at Bowman Field, Kentucky — completed April, 1944.

Air evacuation of wounded back and forth across the U.S. until air departure for Asiatic Pacific Theater — Jan., 1945.

Overseas station: Chabua, India. From there evacuated sick and wounded across "the hump" from China into India and across India for return to U.S.

Picked up P.O.W.s in China for return to U.S. via India and Chinese troops for flights within China.

Return flight to the U.S., Dec. 22, 1945, was across the Pacific with two iron lung patients from the Philippines.

Battles and Campaigns: Central Burma
Decorations and Citations: American Campaign Medal, Asiatic Pacific Campaign Medal, Meritorious Service Unit Plaque, World War II Victory Medal

Discharged: Feb. 1946; Married: 2 children; B.S. Ed. N., M.S. Ed. N. — University of PA; Retired from State of Connecticut.

MABLE STRUBE LADA

Graduated from nursing at Parkland Mem. Hosp., Dallas, Tex. with Psychiatric training at Menninger's Clinic in Topeka, Kans. Entered military service 10 Jan. 1941 at Ft. Lewis, Wash. The newly constructed hosp. there was soon filled with soldiers and nurses during an epidemic of Measles and Nasopharyngitis. Transferred to Roswell, NM, Hobbs, NM, applied and was accepted at Bowman SAE, Ky., graduating Jan. 1943, assigned to the 813th MAES attached to the 439th TCG in Newark, England in the ETO. Flew into France and Belgium, later was assigned to the 816th



1st Lt. Mable Strube receiving Air Medal and Bronze Star from Col. David H. Baker at Ladd AFB, Alaska

and 811th sqdns. Stateside did air shows to promote air evac. At Brookley AFB, flew air evac to Panama and Puerto Rico receiving a letter of appreciation from Public Health Commander in Panama. In 1950 while stationed at Ladd AFB, Alaska, was awarded the Air Medal for the period of 21 Jan. 1944-27 Feb. 1945 while serving in the ETO during WWII. Graduated from college with BS in Nursing, BA degree in Education and Master's Degree in Education. Taught in the Bureau of Indian Affairs. Was a vol. for an archaeological dig at Eglond, Israel. Has traveled extensively, collected shoulder patches and chevrons, retired with the rank of Major.

MARILYN HAGLUND LANE

Registered nurse, graduated as flight nurse from the School of Air Evacuation at Bowman Field, Ky. class of 1944F. Served in the ETO with the 811th MAES evacuating casualties from Ardennes-Alsace, Central Europe, Normandy, Northern France, Rhineland. Married Robert Lane.



Marilyn Haglund Lane

MARJORIE BURGER LAWS

Born Mar. 11, 1919, graduated as registered nurse from Colorado Training School, Denver Gen. Hosp., Denver, Colo. Entered ANC July 30, 1942 at Ft. Leavenworth, Kansas serving in Sta. Hosp. to Aug. 13, 1942, transferred to AAFB Lincoln, Neb. Aug. 31, 1942 to July 24, 1943. Graduated from the School of Air Evac



Marjorie Burger Laws

at Bowman Fld., Ky. 30 Sept. 1943, assigned to 813th MAES Nov. 10, 1943, ordered to Camp Kilmer, NJ Jan. 1, 1944. Departed for England on Queen Mary 19 Jan. 1944, arriving England 30 Jan. 1944. Stationed at several bases in England and was in Paris from 28 Sept. 1944-28 Jan. 1945, when she returned to England. 24 Sept. 1945 returned to USA on Queen Mary and was discharged on 17 Nov. 1945. I am proud to have been a member of the 813th. Memories of our times together will never be forgotten. Here's to the Officers, Doctors, Nurses, Technicians — we had a great team. Awards and decorations include the Air Medal with cluster and 5 battle stars.

RUTH BANFIELD LOWDERBACK

Born in Hartford, Conn. January 18, 1918. Studied Nursing at Hartford Hospital School of Nursing graduating in 1939. Studied Public Health Nursing at Simmons College in Boston. Worked in Public Health Nursing until being called to active duty in the A.N.C. Stationed at Bradley Field, Conn., Drew Field, Florida, took the Flight Nurse Training at Bowman Field, Kentucky, Class of 44E. While at Drew Field, she married Charlie Lowderback. She was reassigned to Hawaii the 830 MAES Hickum Field flying evacuation missions throughout the Pacific Area. She was discharged at Fort Dix, NJ Dec. 45.



Charlie and Ruth Lowderback, Wedding day Oct. '44

Awards were Air Medal, Asiatic Pacific with 1 Battle Star, WWII Victory Medal, American Theater.

Returning to Hartford with her husband, she raised three sons — Gary, Glen and James. She worked at the Hartford Hospital in IV Therapy and Blood Banking.

MAUDE VERTREES McCALLA

Nickname, "JACKSON" — entered the AAF May 1943, stationed at Newport, Ark., Tyndall AFB, Panama City, Fla.; Sheppard AAB, Wichita Falls, Tex. Graduated from AAF School of Aviation Medicine, Randolph Fld., Tex. Class of 46A on March 26, 1946. Was assigned to the 830th MAES, Topeka AA Fld., Kansas with assignments at Warner-Robbins



Maude Vertrees McCalla

AFB, Macon, Ga. and Westover AFB, Mass. Did Continental Air Evac of patients returning from overseas bases. Discharged from service May 1948. Married George McCalla.

LOIS WATSON MCKENZIE

Born 2 May 1920 at Chicago, Ill. graduated from Evangelical Hospital (School of Nursing) in 1942 and entered active duty on December 1, 1942 at Camp McCoy, Wisconsin. While there, she met and married her husband, Nolan G. McKenzie. Both soon transferred, he to become a B-24 pilot and she to flight nursing at Bowman Field in Louisville, Kentucky.



Lois W. McKenzie

Assigned to 807th Air Evac., she was sent to Sicily and flew patients from Italy to North Africa. She was one of the infamous crew that spent nine weeks missing in action in Albania and walked out with the help of the underground, returning to Allied Control in January of 1944.

After returning to the states, she transferred out of Air Evac. and joined the 197th General Hospital that was sent to St. Quentin France, just in time for "The Battle of the Bulge."

With experience of transport on a Merchant Marine ship, the Air Force, and a Troop Carrier, she finally came home in style on the Queen Mary, a luxury ocean liner. What she remembered was the playing of the American, British, and French National Anthems before the evening movies.

She and her husband were on leave at State and Madison Streets in Chicago when victory with Japan was declared. Was discharged a First Lieutenant in November 1945. Following a year of college and the arrival of children, Phyllis Ann, Paula, and Scott, she returned to active nursing in 1955 as a psychiatric nurse at the Topeka Veteran's Hospital in Topeka, Kansas, retiring in 1980. She now resides in Topeka, Kansas where she and her husband hope to spend their fiftieth anniversary on a trip around the world!

MARIE WERNER McMARTIN

Born Sept 5, 1914, Hamilton, Ont., Can.; m. James MacMartin, Mar. 31, 1956; edn; RN, Elyria Mem. Hosp., Elyria, Ohio 1940; AA



Marie Werner McMartin

(honors) UC Berkeley, 1955; nutrition cons. No. Am. Coll. of Natural Health Sci., San Rafael 1981. Career: capt. US Air Force 1945-52, charge nurse various hosp. wards USA and overseas 1945-49, flight nse. Pac. and Alaska routes USAF 1949-52; occasional pvt. duty nsg.; nutrition consultant, 1980-; lectr. Nat. Conv. of Pure Water Inc., S.F. 1980; organizer/pres. Central Coast Chapt. National Health Fedn. (non-profit), 1987-; awards: Civil Air Patrol fliers Wings awarded by Lt. Col. Earle Johnson (1943), numerous dog tng. awards, owner/tnr of 1st Shetland Sheepdog in history of Am. Kennel Club to win all 3 training titles (CD, CDX, UD, 1930's), appreciation for contbns. to student speakers Lions Club; mem.: Women's Internat. Bowling Assn. (Alameda Co. publicity chair 1960s, numerous bowling trophies No. and So. Calif. 1960's-80's), Indep. Order of Foresters, Santa Maria (secty., bull. ed., co-organizer/secty. I.O.F. State Bowling Tournament 1969-79), Toastmasters Internat. (1983-); publs.: (booklet) Does Your Pet Itch? (1986), articles in health oriented mags.; rec.: photog., organic gardening, semi-classical music.

MARIAN MEEKS MACEK

Native of Georgia, was born on 21 January 1922. She graduated from Duke University School of Nursing in 1943 and entered the A.N.C. in January, 1944. She graduated from the School of Air Evacuation on 3 October 1944, Class 44F. She served at Stockton Field, California from March, 1945 until June, 1945, flying patients returning to the states to state-side hospitals. In June, 1945, she was sent to Hickam Field, Hawaii with the 830th MAES, flying patients back to the states before and after V-J day. She was discharged as Captain on 6 May 1946. In 1947 she married Kenneth Macek, a Career Army Officer, and they had four children. Among many interesting assignments were tours in Brazil and Bolivia. Colonel Macek (deceased November 1987) retired in 1972 and they moved to North Carolina in 1982.



Marian Meeks Macek

THEDA PATRICK MADIEL

Graduated from Good Samaritan Hospital, Lexington, Kentucky 1942. My father was a career Army soldier and I had grown up an Army "brat" so it was natural to join the A.A.C. February 1943 reported to Jefferson Barracks, Missouri; Graduated from school of Air Evac, Bowman Field, Kentucky, November 1943. Overseas to African Middle East and Asiatic Pacific Theaters with 805th Squadron January 1944. Returned Stateside December 1944. Married handsome pilot, George Madiel, October 1945. Discharged from service as First Lt. January 1946. Received Diploma in Anesthesiology December 1947, under G.I. Bill. Mother of two sons, George Jr. and Michael. We remained in Air Force 22 years



Theda Patrick Madiel, 805th F.Ns 1986 Reunion, 2nd Row — R.P. Madiel

and moved often. Retired from Public Health nursing in 1981. Since 1950, our 805th nurses have exchanged round robin letters and have had frequent reunions where we happily relive our wartime adventures and escapades.

JOAN STEEN MAKI

Born in Isle of Wight, England and was raised in Renovo, Pa. In 1935, she graduated from Philadelphia General Hospital School of Nursing, and following graduation was employed as a staff nurse at Brooklyn Jewish Hospital in Brooklyn, New York.



Joan Steen Maki

In October 1941 she was called at active duty with assignment to Walter Reed Army Hospital in Washington, D.C.

In July 1943, she was transferred to the Army Air Corps Nursing Service in Miami Beach, Fla.

In 1945, was reassigned to the school of Air Evacuation Randolph Field, Texas, graduating July class 45G. In 1946, she became assistant chief flight nurse, duty station 830th M.A.E.S. in Topeka, Kansas. In 1947, she was transferred to 830 M.A.E.S. at Westover Air Force Base, Massachusetts as assistant chief flight nurse.

Joan Steen married O.A. Maki in 1947 and separated from the service in April 1948 as a Captain A.N.C. (Major U.S.A.R.).

Duty as military wife, mother of Duff and Dianne, carried her to Oklahoma, Kansas, Florida and Japan. In Japan, she attended the University of Maryland.

In 1963, the family retired in Florida. She was employed as a school nurse for elementary and senior high school in Fort Walton Beach, Fla.

MARGARET ALDERMAN MALONEY

Born Oct. 2, 1919 at Bradley Junction Fla. Graduated from the Munrow Memorial School of Nursing, Ocala, Fla. Feb. 1942. Graduated from Bowman School of Air Evacuation in the fifth class 1943. Married John L. Maloney 1945 on Island of Saipan. John



Margaret Alderman Maloney

passed away Nov. 1986. The couple have three children: Judith, John and James.

ELSIE OTT MANDOT

Elsie Ott Mandot, called St. James, Long Island, NY home back in 1943. Graduated from Smithtown High School in 1933. Graduated from Lenox Hill Hosp. NYC as a registered nurse. Enlisted in the ANC Sept. 1941 and was stationed at New Orleans. Feb. 1942 left for India where she was stationed with the 1st TCC. Was selected to make a 10,000 mi. evac trip from India to Walter Reed Hosp. at Washington, DC, traveling with five seriously ill men with only the aid of a male medic. This was her first plane ride. While on two weeks leave at home following the trip, she learned of the air evac program at Bowman Field, Ky., applied and was accepted. She was awarded the Air Medal for her spectacular feat, the first woman to receive this award. Following her course in air evac, she returned to Chabua, India with the 803rd MAES.



Receiving 1st Air Medal ever awarded a female — Bowman Fld., Ky. 1943

ESTHER L. MANION

Born in St. Louis, Missouri, 23 January, 1909. Marital status — single. She graduated from St. John's Hospital Nursing School; St. Louis, Missouri, 1929 and joined the American Red Cross in 1942. Called to active duty May 1, 1943 at Classification Cadet Center, Nashville, Tennessee. She graduated from School at Bowman Field, Kentucky, May 1,



Left, Esther L. Manion. Right, Esther with Bob Barker, Miss Universe Pageant at St. Louis, Mo.

1944; 828th A.E.T. Squadron. Went on detached service to Army Hospital Coral Gables, Florida until September, 1944. Was sent to England on tour of duty until 1945. Duty in States evacuating patients to Army Hospitals for special care and treatment. Discharged in August 1946 — 2nd Lt. Returned to civilian nursing and Red Cross volunteer until retirement in 1978.

MARY NEAL MANIS

Born 1916, graduated High School Ironton, Ohio 1934; Schirman Hospital of Nursing, Portsmouth, Ohio, 1937; nursing included two years as hostess on T.W.A.; graduated from flight school Bowman Field December 1943, assigned to 812th M.A.E.T.S. flying patients from South Pacific Islands to Hickam, received Air Medal 1944. Graduated from Baldwin Wallace College, B.A. in Psychiatry 1949; did this type of nursing at V.A. Hospital, Los Angeles until 1956 when she married George E. Manis, founder and president, Model Engineering and Mfg. Co., Huntington, Indiana. Remained in A.F. Reserve until 1969, discharged as Major; duties including evacuating Vietnam casualties Yokoto A.F.B. Tokyo to Hamilton A.F.B., Calif. from Rhein Main, Germany to McQuire A.F.B. Now lives in Hemet, Calif. since 1971, involved in Hospice, Red Cross, County Health Dept. and victims of abuse; is an active member of the United Methodist Church where she has found peace and joy through Jesus Christ and hope for the world to come.



Mary Neal Manis

MARY FEENEY MANSON

Born 20 Mar. 1921 in Skaneateles, NY. Completed nurses training in 1942 from Beverly Hosp., Beverly, Mass., joined the American Red Cross, entering the service Nov. 1943. She received basic training at Drew Fld., Tampa, Fla., was assigned to Avon Park, Fla. AFB. In May 1945, while home on leave in Skaneateles, NY, received a telegram to report to Randolph Fld., Tex. for flight nurse training. Following graduation from the AAF School of Aviation Medicine was assigned to 830th MAES, Fort Dix, NJ. Served in the ETO Sept. 1945-June 1946 at Orly Fld., Paris,



Mary Feeny Manson

France with TDY assignments to Villa Coublay, France and Weisbaden, Germany. Discharged as 1st Lt. June 1946. Married Wayne A. Manson in 1949. He served as Hospital Administrator in Auburn, NY, Charlottesville, Va., Grove City, Pa., Nyack, NY and in Bath, NY from 1957 until his retirement in 1976. Wayne died in May 1989. She has worked in various areas of nursing — Doctor's Office, Histology Lab, Staff and private duty nurse. In 1959 employed as a staff nurse at Bath VAMC until retirement in March 1981.

ELIZABETH HARRINGTON MARTINSEN

Graduated from the Yale School of Nursing, June 1942, and in Nov. was inducted at Bolling Field, Anacostia, Virginia. After graduating from the S.A.E. Bowman Field, April 1944, was detailed to Memphis, and was sent to the Pacific Theater with the 830th MAES. She evacuated patients wounded in Saipan, Guam, Leyte, Iwo Jima, and Okinawa to Hawaii and San Francisco. After the war, she obtained an M.Sc. in Library Service from Columbia University and spent the remainder of her working life as a Medical Librarian with the Armed Forces Medical Library, the U.S. Public Health Service and as Director, Hawaii Medical Library. She also served with The U.S.I.S. in Addis, Ababa, Ethiopia. Now retired with her husband, John Martinsen, on 17 acres near the Cherokee National Forest in Tenn., she is involved in numerous community activities. The Martinsens have two daughters and two grandchildren who live in Texas.



Elizabeth Harrington Martinsen

JOHN MATRISE

Entered the service on the day war was declared. Arrived in Liverpool, England in early 1942 and was assigned to the 18th Troop Carrier Squadron. Landed in Oran, North Africa in late 1942. Volunteered for air evacuation experiment. Began evacuating wounded from Algiers, Casablanca, Tunisia and Bizerte to hospitals in Morocco. With the successful evacuations, squadrons were formed in the U.S. and were soon on their way throughout the war zones. Became part of the 802nd on their arrival overseas and was soon flying as a



John Matrise

team with the wonderful nurses of the 802nd. From Agrigento and Palermo, Sicily, into Salerno and Anzio, Italy and up into Florence and Siena, evacuated over 170,000 wounded without a loss of life. Decorated in 1945 with the Air Medal and Six Oak Leaf Clusters. When the war ended returned to San Antonio, Texas. Discharged in late 1945.

BARBARA ANN EVANS MERCER

Born January 6, 1920 in Akron, Ohio. Nursing graduate from City Hospital of Akron in 1942. Enlisted in Air Corps in July, 1943. Graduated from flight nursing school, Bowman Field, Kentucky, April, 1944. Did air evac on Azores to Newfoundland run from June, 1944 to January, 1945. Assigned to Bermuda Miami-New York flights in early 1945 and Paris, June-October, 1945.



Left: Bobby Evans gives Sarah Hooks a ride. Right: Barbara and Lee Mercer

Married Lt. Lyle Mercer September 21, 1945 in Paris, honeymooned at his Berlin station. Discharged as 1st Lt. in November, 1945, moved to Seattle in 1946. Three children. Completed B.S. degree in nursing at University of Washington. Worked as general duty and administrative nurse in hospitals for eight years. Taught nursing at Seattle Community College for 26 years. Retired in 1985. Volunteer as food consultant and babysit two young grandchildren.

BERYL LAIRD MILLER

Born in Webster, Wisconsin June 17, 1918. She graduated from Roseland Community School of Nursing in Chicago, Illinois, August 1941. Went into service July 1, 1942. Sent to Rantoul, Illinois. From there to Bowman Field, Ky., for flight nurse training in 1942. Was assigned to the Original 801st M.A.E.T. Squadron from Bowman Field, Ky. Arrived in Tontouta, New Caladonia, on February 14, 1943. Flew the Solomon Islands, Bouganville, Guadalcanal, from January 15, 1943, to April 8, 1944, with the 13th Air Force. Received air medal with silver cluster — Asiatic Pacific Combat Badge. Returned from the Pacific to Bowman Field, Ky., to be graduated with the Class of 44E on October 3, 1944. Flew the U.S. until my discharge in 1945. Remained in the Reserves until May of 1953 as First Lieutenant.



Beryl Laird Miller

Married Dr. Robert J. Miller in Oklahoma City in 1950. Two sons, Michael and Paul.

At present am employed at Reedsport Hospital Extended Care Facility.

ROY W. MILLS

Roy W. Mills graduated Air Evacuation School, Bowman Field, Ky. 26 May 1944. Upon returning from leave of absence he discovered that his squadron was shipped out after D-Day leaving him behind. Two weeks later was ordered to Whitehorse, Canada as a replacement in the Air Transport Command as a Flight Technician. Patients were transferred from Canadian Bases to Great Falls, Montana. A year later was transferred to Elmendorf Field, Alaska. Flew Air Evacuation Missions to Seattle-Tacoma, Wash. area. Late 1946 transferred Hq. Command, Bolling AFB, Washington, DC. Assisted in activation of Air Evac. Unit for patient pick-up for transporting to Walter Reed and other hospitals (served D.C. area and nearby states). 1951 served one year in Greenland. Returned to Bolling. Served at National Airport, Pentagon (V.I.P. Medical Clinic), and also NCOIC at Bolling AF Base Dispensary. Retired there as Senior Master Sgt. (E-8) in 1964. He and wife, Marie, live in Orlando, Fla. Both enjoy traveling.



Roy W. Mills

JOSEPHINE SANSONE MOFFAT

Born Milwaukee, Wis. Oct. 4, 1915. Graduated from Lincoln H.S., Misericordia School of Nursing with Post Grad. studies in Pediatrics from Children's Mem. Hosp. Chicago, Ill. Was pursuing a career in surg. nursing when WWII started, joined the AAF 1942-1946, attended flight nursing course at Bowman Fld., Ky. Feb. 1943, arrived in Africa, assigned to the 801st MAES. Campaigns: Normandy, N. France, S. France, Rhineland, Tunisian, Sicilian, Italian. Decoration: Air Medal. Was instrumental in teaching and training newly arrived flight nurses to the overseas assignments, the fundamentals of overseas air evac. Remained in the Reserves and was recalled during the Korean Conflict serving as supervisor of medicine and surgery at Fitzsimmon's Gen. Hosp. Retired 1952 with the rank of Major. Post war activities involved polio victims in Iron Lungs



Josephine Sansone Moffat

and specialized in open heart surgical nursing in Denver and Santa Monica. 1962 moved to Oakland, Ca. working at Providence Hosp. 13 yrs. In 1975 was appointed Utilization Review coordinator, a position she held 6 yrs. until retiring due to ill health in 1981. Enjoys good food, wine, antiques and the opera. Sept. 17, 1943, married Lt. John F. Russo in Palermo, Sicily, who died June 6, 1944 during D-Day landings. May 15, 1946, married Cpt. Edward P. Moffat in San Francisco, Ca. He died April 14, 1966 in Oakland, Ca. They have 3 sons, Edward, John, Jos., one daughter, Marie and 9 grandchildren.

EDNA BRACKETT MOON

Born in Palmyra, Maine, on May 14, 1920. She graduated from the Rhode Island School of Nursing in 1941, joined the A.N.C. at Grenier Field, New Hampshire on September, 2, 1942. Transferred to the School of Air Evacuation, Bowman Field, Ky. on August 10, 1943, graduated September 30, 1943. She left Camp Stoneman on December 15, 1943, arrived at Hickam A.F.B. on December 21, 1943 with the 812 M.A.E.S., where she worked with patients flying from Tarawa, Guam, and Guadalcanal back to Hickam A.F.B. or the United States.



Edna Brackett Moon

Met and married 1st Lt. Howard E. Moon while both were stationed at Hickam A.F.B. on April, 11, 1945 and now have four daughters.

On August 16, 1945, reported to Hamilton Field, California for duty from which station she was honorably discharged November 24, 1945.

She was awarded the Asiatic Pacific ribbon with four bronze stars, the Air Medal with one oak leaf cluster and the World War II Victory Medal.

LORINE GUGEL MOORE

Born Frankenmuth, Mich. 10 Oct. 1922. Graduated from St. Mary's School of Nursing at Saginaw, Mich. 1943, entering the USAF March 1944 at Patterson Fld. Ohio. From April 1944 to May 1945, did general duty at Patterson Fld. Graduated from School of Aviation Medicine at Randolph Fld., Tx. July 1945 and



Lorine Gugel Moore

was assigned to the 830th MAES at Ft. Dix, NJ. From Sept. 18, 1945 to March 1947, served with the 830th at Paris, France.

Returned to Westover Fld., Mass. serving until 7 Mar. 1948 as a flight nurse. From 8 Mar. 1948 to Nov. 1948 did gen. duty at AFB Westover. Was discharged at this time. Met Alvin Moore, Jr., AF pilot in the Azores and they were married Oct. 27, 1947 at Barrington, Mass. They have 3 children, Michael, Audrey and Paul. Alvin retired from the AF in 1963 and works full time with the Chrysler First Corp. She works part time at a local Spencer, Okla. hospital.

CLARA MORREY MURPHY

Born 15 September 1918 in Ripley, Michigan, received her RN Diploma at St. Joseph's School of Nursing in Hancock, Michigan September 1939. She entered the Civil Service, was stationed at the U.S. Marine Hospital in Detroit when the United States entered World War II, transferred to active duty in the ANC, was sworn in as a 2nd Lt. at Selfridge Field 7 March, 1942. She volunteered for "Air Ambulance Nurse," and in December 1942, was assigned to Bowman Field the school for Flight Nurses, was assigned to the 802nd MAES which was hurriedly activated, left Bowman on Christmas Day, on to staging areas and then by convoy to Oran, N. Africa. Home bases were Algiers, Tunis, Licata, Palermo, Naples, Rome and finally Siena where VE Day was happily celebrated. She returned to the Flight Nurse School at Randolph, graduated in September 1945 and remained on as an instructor. She married Capt. Robert E. Murphy of Ahmeek, Michigan 19 April 1947 in the Chapel at Randolph. She separated from the ANC in August 1947 to accompany her husband on his military assignments at UCLA, Maxwell Field, Andrews, Johns Hopkins Univ., Wright-Patt and Brooks. She completed her BS degree at Johns Hopkins in 1956. Col. Murphy retired in 1968 and they are now residents of Air Force Village II in San Antonio.



Clara Morrey Murphy. Clara and Robert Murphy

Awards: Air Medal with 4 Oak Leaf Clusters, E.A.M.E. Theater Ribbon with 10 battle stars, the Commendation Ribbon, and the Meritorious Service Unit Insignia.

JOSEPHINE MALITO NABORS

Born in Girard, Ohio March 19, 1920. She graduated from St. Elizabeth's School of Nursing in 1941. Joined the Red Cross and was called to Active Duty February 1942 at Keesler Field, Mississippi. Graduated from Air Evacuation School Bowman Field, Kentucky October 1943, married James Nabors October 13, 1943. Sent to South Pacific December 1943 with the 812th Squadron flying wounded soldiers from the battle fields to base hospitals on Guam and Oahu. Was the first nurse to land on Okinawa D-Day plus seven to pick up wounded service men.



Josephine Malito Nabors

Earned Air Medal in 1945 and was discharged in February 1946. She and her husband have two daughters and five grandchildren. She worked in various hospitals as a private duty nurse and is still active as a Red Cross Volunteer.

STEPHANIE MYSKOWSKI NEBERGALL

Born in Dickson City, Pa., 24 May 1915. She graduated from Scranton State Hospital School of Nursing in 1936. She married Cpl. Lawrence Borgia 10 October 1943, who was killed in a plane crash, 24 December 1943. She entered the U.S. Army, 1 May 1945, at Fort Dix, N.J., was stationed at Mitchell Field, N.Y., Will Rogers Field, Okla and Brook Field, Texas. She graduated from Randolph Field Air Evacuation School, San Antonio, Texas, 16 August 1946, then sent to Hickam Field, Hawaii with 830th MAES, flying patients from Japan/Philippines to the U.S. Married on Iwo Jima, 17 April 1948 to Lt. Clarence Nebergall, divorced 1973. Discharged as 1st Lt., 24 August 1948. Settled in Long Beach, Ca., mother of 2 daughters and grandmother of 4 grandsons. She worked at a hospital/OB Dept for 10 years, retired in 1981. She is a hospital volunteer since 1987, and enjoys conventions and single life.



Stephanie Myskowski Nebergall

MIRIAM CASE NELSON

Born in Blaine, Maine, 28 November 1915. She graduated from Maine Eye & Ear Infirma-



Miriam Case Nelson

ry, General Hospital, in 1940, joined the American Red Cross in 1943 and went on active duty 26 April, 1943 in the station hospital of the Advanced Flying Training School at Turner Field, Albany, Georgia. She graduated from Air Evacuation School at Bowman Field, Kentucky, 26 May 1944 and was sent overseas with 826 MAETS and stationed in the Azores, flying patients from Europe and the Mid-East. She was discharged as 1st Lieutenant, Dec. 1945. She received the Air Medal, American Campaign, European-African Middle Eastern and WW II Victory Medals.

She was married to veteran Frank Nelson, Feb. 1946, mother of Susan and Peter and was employed at Maine Medical Center, Portland, Maine for 26 years, retiring as an evening charge nurse of the Neonatal Intensive Care nursery in 1980. Husband died in 1987.

THETA PHILLIPS NOWLIN

Received her nurse's training in Indianapolis, Indiana in 1941. Served three years in the AAF graduating from flight nurse's school at Bowman Field, Ky. in the class of 44-H. Served in the South West Pacific Theater with the 820th MAES. Received the Air Medal and the Philippine Presidential Citation.



Theta Phillips Nowlin

Married her high school sweetheart, Harry Nowlin in 1946. Worked for 32 years on the Obstetrics Ward in various Hammond, Indiana area hospitals. Her husband is deceased.

IRENE M. OLSON

Born in Coulter, Iowa 9 December 1912. She graduated from St. Catherine's School of Nursing, Omaha, Nebraska in 1941 and joined the ANC 8 July 1942. Assigned to the Base Hospital at Camp Crowder, Mo. for three months, then to the Air Force Base Hospital, Topeka, Ks. Graduated from the School of Air Evacuation, Bowman Field, Kentucky, 26 May 1944. Evacuated patients to Base Hospitals before being assigned to Randolph Field, Texas Oct. 1944 with the 831st MAES, then to Hickam Field, Hawaii, January 1945. Flew into Biak, Manus, Johnson, Guam, Saipan, Kwajalein, Okinawa, the Philippines and to Hamilton Field, California. As the result of a Japanese air attack on Biak, she was wounded and



Irene M. Olson

received the Purple Heart, 26 March 1945, was discharged 28 January 1946, joined the V.A. Hospital, retiring June 1973. In 1948 joined the U.S. Air Force Reserve, was assigned to various units in Omaha, Neb. before joining the 507th Medical Service Flight, June 1965. A unit she helped organize and was assigned Chief Nurse, with increased staff the 28th MAES was formed. She retired as Lt. Col. 1972 Is active in the Reserve Officers Association, has held state and local chapter offices. In 1986, she received the ROA "Minuteman of the Year" from the Omaha Chapter, was honored for her volunteer work by St. Catherine's Alumnae Association in 1982, receiving the "Spirit of Mercy" award. In May 1989 she earned her 2500 hour pin for volunteer work at Mercy Care Center. Received a B.S. from the College of St. Mary, Omaha, Neb. and a B.S. in Fashion Arts from Woodbury College, Los Angeles, California.

GEORGE OLTEAN, SR.

George Oltean (Sgt. T-3) was inducted Oct. 1941. Received Medical training at Rockford, Ill. Transferred to Portland, Oregon and attached to Flight Surgeon's Office. Sailed from Ft. Dix, N.J., Aug. 1942 to England with 35th Troop Carrier Sqdn. Then sailed to Africa where the 802nd MAES was formed in Algiers. Sailed to Italy and based in Sicily, then Palermo, Naples, Lido, Rome, and Siena, Italy. Decorated with the Air Medal with 3 Oak Leaf Clusters; European T. O. Ribbon; Presidential Unit Citation; and Good Conduct Medal. E-DAY occurred during a furlough home and with more than enough points was discharged Sept. 1945. Married in May 1946 to Marybeth and recently celebrated their 43rd wedding anniversary. Retired and free to travel, Akron, OH being home base. With son George in Breckenridge, Co., son Donald in Wichita, Ks., and daughter Karen in Lakewood, OH, keeps them traveling. Attend all 802nd reunions held in Breezwood, Pa.



George Oltean, Sr.; George and Marybeth Oltean

EVELYN HILL PAGE

Born 19 Jan. 1921 in Ripley, Tenn. Graduated as registered nurse from the Baptist Mem. Hosp. Memphis, Tenn., 1942. Joined the



Evelyn Hill Page. Lt. Evelyn Hill and Lt. Robert Page Wedding day

American Red Cross in 1942, volunteering for active duty in the A.N.C. March 1943. Did general duty at Walterboro, SC AFB and Lake Charles, La. AFB until transferred to Bowman Field, Ky. for School of Air Evacuation, graduating 14 April 1944. 22 July 1944 married Lt. Robert Page in the Bowman chapel. On TDY to Coral Gable, Fla. until receiving orders 22 Jan. 1945 for China, Burma India Theater arriving at Chabua, India 11 Feb. 1945 by way of Bermuda, Azores, Casablanca, Cairo, Karachi. Did Air Evac with the 803rd MAES, participating in the latter phases of the Burma Campaign. Received the Asiatic Pacific Theater Service Medal with one Bronze Star.

Flew over the Hump to China to accompany a female civilian employee of the American Embassy in Chungking, China, to the states. Flew home in the C-54 of General Patrick Hurley, US Ambassador to China, who was being recalled by Pres. Truman. In Chungking, attended a reception given by Generalissimo and Madame Chiang-Kai-shek and have their signature on my "Short Snorter" bill. Admiral Chester Nimitz met the plane in Honolulu, also have his signature. Discharged at Pentagon, Washington, DC Oct. 1945, with the rank of 1st Lt.

The Pages have three children — Robert, Jr., John and Janet. Retired Jan. 1981 from VAMC Bath, NY with 23 yrs. service.

MARY NEWELL PALMER

Born February 5, 1921. Graduate of Jackson Memorial Hospital School of Nursing, Miami, Fla. Sept. 1943. Entered service February 1944. Stationed at base hospital Hunter Field, Savannah, Georgia until May 1945. Graduated Air Evac School at Randolph Field, San Antonio, Texas, July 1945. Stateside air evac before assigned to Karachi, India with 830th MAES, October 1945. Attached to 1264th AFB, Payne Field, Cairo, Egypt 1946. Most unusual flights — evacuating members of the Ridley Commission from Tehran and a mental patient from Asmara, Eritrea. Most unusual event — attending Shah Pavlevi's birthday ball as a guest of a Bactiari tribesman. Stationed at Rhine Main AFB and Weisbaden, Germany for air evac, hospital and administrative duties. Received commendation ribbon. Returned stateside 1947. Stationed at Warner Robins AFB and discharged December 1948. Married Truman Palmer. Two children, Carol and Bill. Employed in Coronary Care unit for twelve years in Ft. Lauderdale, Fla. Member of the Paleontological Research Institution.



Mary Newell Palmer

EULALIA SHEPARD PARENT

Born in Springfield, Ma. 10 May 1914. Graduated from Mercy Hosp. School of Nursing in 1936 in Springfield, worked in surgery at Harrington Hosp. in Fitchburg, Ma., before volunteering for service with A.N.C. in 1943 through the American Red Cross. Commis-



Eulalia Shepard Parent

sioned Jan. '44, she was assigned to Westover AB in Chicopee, Ma. until May 1945. Graduated from the Army Air Force School of Aviation Medicine at Randolph Field, San Antonio, Tx. class of 45H and received her designation. She was then assigned to Ft. Dix AAB, Trenton, NJ with the 2nd MAT ATC in the 830th MAES, evacuating incoming patients from the ETO from Mitchel Fld., NY to gen. hosps. nearest their homes. On the return trip, pts. from the Pacific Theater were enplaned at Hamilton, Fld. and brought to the east coast. She was separated from the service as 1st Lt. Jan. 1946. Did volunteer work for the Bloodmobile for 15 yrs., private duty and 12 years as an Occupational Health Nurse in Industry (Converse).

GERALDINE CURTIS PEDONE

Born in ElReno, Oklahoma, 22 February 1919. Graduated from Enid General Foundation School of Nursing, Enid, Oklahoma, September 1940. Joined the Army Air Force at Will Rogers Field, Oklahoma, 2 March 1942. Transferred to Bowman Field, Ky. on Christmas Eve 1942 for Air Evacuation School. Graduated in the first class 18 February 1943. Was assigned to the 806th Medical Sqd. Air Evacuation Transport, 349th Air Evac. Group. Went TDY to Dunnellon, Florida from 19 February 1943 to 12 April 1943. Left Bowman Field, Ky. 5 July 1943 to Camp Shanks, N.J. for duty in England. Married Lieut. Vito S. Pedone 28 September 1943 in Reading, England. Because of pregnancy, left England May 1944 for Mitchell Field, N.Y. for discharge from service 17 August 1944. Our son, Stephen P. Pedone, a Lt. Col. in the Air Force, was born 30 Nov. 1944. We have 3 grandchildren. Col. Pedone stayed in the Regular Air Force, we were fortunate to live in many countries, including England, Italy, Germany, VietNam and Japan. Since 1966 we have lived in Crystal City near Pentagon and retired from Air Force in 1972. Now we are wine importers of French, German, Italian, Australian and Chilean wines. Very interesting, a lot of traveling and we work together.



Lt. Vito S. Pedone and Lt. Geraldine Curtis on wedding day. Vito and Geraldine Pedone

RUTH SPEIDEL PENN

Born in Iowa June 1, 1915. She graduated from Iowa Lutheran Hospital School of Nursing in 1940. After working two years as charge nurse and assistant night supervisor at Iowa Methodist Hospital in Des Moines, she joined the Army Air Force with first duty at Sioux Falls, South Dakota in 1942, graduating from the School at Bowman Field, Kentucky in 1943, and was sent to England with the 811th MAES. She flew patients from France and Belgium after D-Day, and across the Atlantic from Scotland. She was one of the first to pick up troops in Germany after our troops invaded that country, and was discharged as captain in February 1945.

In July 1946 she married Eugene C. Penn, M.D. and in 1953 they moved with their children Patricia and Robert to Aurora, Colorado. She worked in her husband's office as nurse-bookkeeper, then corporation secretary-treasurer when two doctors joined them. She retired with her husband in 1987.

PAULINE LECZNER PETERSON

Born in Indiana County in Pa., graduated from Indiana Hosp. School of Nursing in 1942, worked in Pittsburgh, Pa. at the Magee Hosp. Aug. 1943, she decided to join the A.N.C. and was assigned to Orlando, Fla. Sta. Hosp., AAF, School of Applied Tactics. Feb. 1944 transferred to Bowman Field, Ky. for flight nurse training, graduating in class 44C, April '44. From Bowman, she was sent to Memphis, Tenn. flying on the mainland, returning patients to hospitals near their homes. Next move was to Hamilton Field, Ca. where she joined the 829th MAES and went to Honolulu over the ocean serving in the Pacific Theater evacuating the wounded. She was awarded the Air Medal and found seeing that part of the world exciting. In their free time, the nurses dined and danced at the officers club and swimming in the ocean was great fun. She married Robert Peterson and they have three children.



Pauline Leczner Peterson

GEORGE RADNICK

George Radnick, 13041710, enlisted 16 January 1942, Pittsburgh, Pennsylvania. Basic, Jefferson Barracks, Missouri, January 20. April 5, 1942, transferred to Will Rogers Air Base, Oklahoma City. Transfer 10 June 1943, Muskogee Air Base, Squadron D, 349th Base unit. Certificate of Disability for Discharge 15 February 1945, Muskogee, Oklahoma, the State which gave of its generosity and warm hospitality to servicemen traversing its beautiful land. I shall always remember you, Oklahoma!

Address: 2920 Idaho Street, Bethel Park, Pennsylvania 15102



George Radnick

MARGARET RICHEY RAFFA

Margaret A. Richey Raffa, a native of Texas, graduated from Hendricks Memorial Hospital, Abilene, Texas in 1936. Joined the AAC May 26, 1941 at Randolph Air Force Base, Texas.

In 1942, reported to Bowman Field, Kentucky for Air Evacuation duty, the school was not organized at that time, was assigned as Chief Nurse of the 801st M.A.E.S. with 23 nurses.



Margaret Richey Raffa

In January 1943, was sent to the South Pacific Theater assigned to the 13th Air Command, flew from New Caledonia to Gaudalcanal to pick up sick and wounded, returned them to rear hospital. In fourteen months this squadron evacuated more than 40,000 patients from the forward area.

Returned to Zone of Interior in March 1944. Went through School of Air Evac. then assigned as Chief Nurse of 830 Squadron at Memphis, Tennessee.

In 1949 I was assigned at Wiesbaden, Germany and in 1950 was assigned to 1st Med. Air Evac. Sq. at Rhine Maine, Germany to fly the European Theater.

After 27 years of military service, retired as a Lt. Col. from Dyess Air Force Base, Abilene, Texas. Decorations: Air Medal with 4 Oak Leaf Clusters — Presidential Unit Citation.

Returned to San Antonio, Texas and in 1972, married James E. Raffa. Moved to Austin for 11 years. I now reside at Air Force Village I in San Antonio, Texas.

POLLY CURRY RANKIN

Served in China, Burma, India Theater with 803rd MAES under the command of Maj. Morris Kaplan. Left Bowman Field August 1943 for Camp Anza, Ca. for overseas embarkation. Left Camp Anza for CBI 7 Sept. 1943 arriving Calcutta, India 6 Nov. '43. Sqdn. consisted of five flight surgeons, 25 flight nurses (five of whom served as stewardesses with American Airlines). One supply officer, four supporting sergeants, 24 trained medical technicians, 35 general supporting groups, totaling ninety-four personnel.



Polly Curry Rankin

Flew patients from 20th Gen. Hosp. at Ledo, India to Calcutta and Karachi. Many of these patients being sent on to the zone of the Interior. 803rd carried 35,000 patients the first year.

ALIZE V. RAVEN

Born on 22 Feb. 1921 in Montvale, VA. She graduated from Maryland General Hospital School of Nursing Baltimore, MD in 1943, entered the service 15 Nov. 1943. She graduated from the School of Air Evacuation at Bowman Field, KY 29 July 1944, class of 44-E. Spent some months flying with the 4th Ferrying Group out of Memphis, Tenn. Then was sent to Hickam Field, Hawaii 15 Feb. 1945, assigned to 830th MAES, flying the Pacific route. Separated from active duty on 23 Jan. 1946 at Fort Sheridan, IL. Married Weston F. Raven 4 Sept. 1946. Mother of Karen, John, Sally, and grandmother of 8. During the years did some nursing as time allowed. Life member and past commander of American Legion Post #7 in Caro, Michigan.



Alize V. Raven

ANNA MARGARET MCKEE RAY

Born in Greenup, Kentucky on May 1, 1916. She moved to Waltham, Massachusetts in 1928. She graduated from Massachusetts General Hospital in 1937, and acquired a Certificate of Public Health Nursing from Simmons College in 1938. She graduated from Bowman Field, Kentucky in the Fourth Class and was sent to Dunnellon, Florida on



Anna Margaret McKee Ray

detached duty until January 1944, then went to Guadalcanal as a replacement in the 801st Air Evacuation Squadron, a part of the 403rd Troop Carrier Group. She met Jesse A. Ray, a pilot and married him after they were discharged in 1946. She graduated from Boston University with a B.S. in Nursing in August 1946 and then did School Nursing until retirement. They have one son, Harry.

PAULINE (SWISHER) BENSON-RICHARDSON

Having graduated in the Class of 44E, I was assigned to a squadron based at Romulus AFB in Michigan. I criss-crossed the United States for six months. Meanwhile, I married a B-24 Bomber pilot, Richard J. Benson, in January of '45 and was separated from service in June of '45. I am the mother of three wonderful children, Karol, David and Bruce, and three grandsons. I became widowed in '86 and remarried a retired college professor, David Richardson, in 1989. Moving around the country during the intervening years, I was always able to do nursing — staff, office and community health — or volunteer nursing. I am now retired with my hobbies. I have been quite involved with church activities as volunteer co-ordinator and past board president of a church with over 500 members. I enjoy living in Charlotte and don't miss those cold, Northern winters!



Pauley Richardson

MARIA GARCIA ROACH

Graduated from Charity Hospital School of Nursing and the C.H.S.N. graduate school of Anesthesia, New Orleans. 1942 while serving as instructor in anesthesia there, was called up for active duty as anesthetist for the 24th Gen. Hospital (Tulane University Unit). In 1943 entered School of Air Evac., Bowman Field, Ky. On graduation assigned to the 808 Squadron. Served overseas in Africa, India, Italy, and Brazil. Awarded the Air Medal and a bronze star. 1944, while overseas, married E. Hugh Roach of the British Colonial Administrative Service. 1945, returned to the U.S., assigned as instructor in Air Evac. at Randolph Field, Tex. Discharged Dec. 1945 as a 1st Lt. 1946 appointed F.S.S.O. U.S. Foreign Service. 1947



Maria Garcia Roach

Opened U.S. Information Service in Accra, Gold Coast. 1948, returned to the U.S. with my husband then attached to the British Embassy, Wash. 1953, immigrated to Canada with my husband (a business executive) where we now reside permanently.

MARTA ARMSDEN ROBINSON

Received her nurses' training at Sisters of Charity in Mobile, Alabama, and earned a Bachelor's of Science at Spring Hill College in Mobile before she joined the A.N.C. June 1943 at Sampson, New York. Graduated from Flight Nurse school at Bowman Field, KY, and served with the 810th MAES in Europe. Participated in the transport of sick and wounded during the Battle of Britain and the Normandy Invasion. Duties included evacuation of casualties from the UK to the US via Greenland, Iceland, and Newfoundland. She remained in Europe working out of stations in Germany. Later she was sent to Itazuke, Japan, for flights to Hawaii. Discharged as 100% disabled in 1965, for a condition which may have been a result of injury while chief nurse of a psychiatric section in Germany. Returns to Fitzsimons General Hospital frequently for additional treatment.



Marta Armsden Robinson

DOROTHY NORDENHOLT ROESSLE

Born on Staten Island, N.Y. graduated in 1942 from the Lenox Hill Hospital school of nursing in N.Y. City. Gerda Mulack, a flight nurse who was killed in New Guinea, was her "big sister" in nursing school.



Dorothy Nordenholt Roessle

Her first military assignment was Spence Field, Ga. She graduated from Bowman Field in 1943, was assigned to the 823rd MAES who initiated the transportation of wounded by air within the continental United States. Afterwards she was assigned to the Pacific area with flights to the Hawaiian islands, the Marshalls, Marianas, Philippines, New Guinea, and Australia.

After discharge from the service in Oct. 1945, she was engaged in the transportation of displaced persons from various European

and Mediterranean countries. Later she traveled to South American countries as a ship's nurse.

Marriage to Dr. Elwood Roessle was in 1954. She has two children Peter and Barbara.

ETTA MOSKOWITZ ROSENTHAL

"Mosky" graduated from Bowman Field, Ky. and was sent overseas immediately. Was one of three nurses on board of U.S. ship and cared for needs of 7,000 troops which included primary contingent of WACS and the Prime Minister of Australia. Served in SWPA as Flight Nurse and later as Chief Nurse of 804th MAES 54th TCC 5th AF. Flew all through New Guinea and Philippines to evacuate wounded; was amongst first Americans into Manila after Philippines were captured, and then into Tachikawa, Japan, to evacuate prisoners of war. Received Air Medal for 100 hours of combat flying. Returned home from Tokyo, Japan Dec. 1945 receiving discharge at Ft. Dix, NJ. A month later sailed to England via Grace Lines to bring back first group of war brides. N-788279



Etta Moskowitz Rosenthal

ROBERTA S. ROSS

Born 2 May 1917 in Wilmette, Ill. Graduated from St. Mary's Hospital school of nursing in Rochester, Minn. 1939, employed by United Air Lines as stewardess from Feb. 1940-Nov. 1942 when she married Lt. Carleton P. Ross. Her husband was sent to the ETO for the invasion and she joined the ANC being inducted into the service 15 Dec. 1943 at Greensboro, NC. Graduated from the Bowman Fld. SAE and was assigned to the 821st MAES which was stationed at Ledo, India in the CBI. Flew mission into Myitkyina, Burma near the Irrawaddy River. Awards and medals include the Air Medal with Oak Leaf Cluster, DFC, China War Memorial medal and the Asiatic Pacific Theater ribbon. Was discharged 21 Nov. 1945.



Roberta S. Ross

CONSTANCE OESTRIKE RUDOLPH

1921 — Born in New York state.



Constance Oestrike Rudolph

1942 — Graduated from Vassar Brothers School of Nursing, Poughkeepsie, New York.

October 1943 — Volunteered as a nurse in the AAF. Assigned to Patterson Air Base, Fairfield, Ohio.

December 1943 — Transferred to Tinker Air Base, Oklahoma City, Oklahoma.

March 1944 — Accepted for Flight Nurses training at Bowman Field, Louisville, Kentucky, graduating class 44D 26 May, '44.

December 1944 — Assigned to duty in the Pacific Theater at Biak, in the Dutch East Indies with 830 MAES. Flew evacuation trips to Tarawa, Guadalcanal, Los Negros, New Caledonia, Leyte and Honolulu.

March 1945 — Evacuated casualties from Guam, Saipan, Leyte, Manila, Kwajalein, Okinawa and Bataan with stop off bases at Johnston Island, Honolulu and Hamilton Field, California.

January 1946 — discharged from the Service

1946-1948 — Staff Nurse with the U.S. Public Health Service Hospitals, Norfolk, Virginia and Staten Island, New York. Organized and was Charge Nurse of the Emergency Room-Out Patient Department in Norfolk, Virginia.

1948 — Married Otto W. Rudolph. Two daughters, Peggy and Barbara.

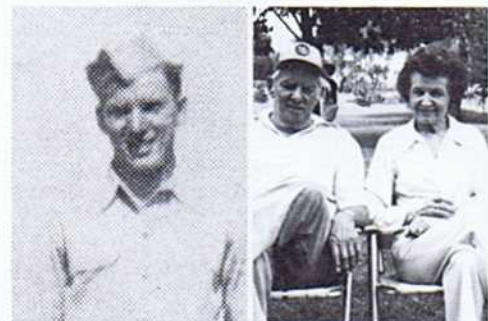
1949 — Staff Nurse during the polio epidemic, Pittsfield, Massachusetts.

1960's — Staff Nurse, part-time, Yale New Haven Hospital, New Haven, Connecticut.

Military Awards: — American Campaign Medal, Asiatic Pacific Campaign Medal with 4 battle stars, Meritorious Service Unit Plaque, Air Medal, World War II Victory Medal

EUGENE RYBOWIAK

Arrived Bowman Field, Kentucky, December 1943. Left Bowman Field, May 1944. Arrived Bombay, June 1944 aboard the U.S.S. Randall. Home Base was Ledo. T/3 assigned to 821st MAES.



Eugene Rybowski. Gene and Rose Rybowski

Flew to Chabua, Calcutta, Agra, Karachi, Shingowiang, Myitkina, Moguane, Bhamo, Katka, Nampkan, Lashio and parts of China.

Decorations: Air Medal with 2 cluster, D.F.C., China War Medal, Asiatic-Pacific Ribbon with three battle stars.

Evacuated Mars Task Force, Chinese, British, Indian, Ghurkas and Japanese P.O.W.'s. Returned to U.S., November 1945.

ETHEL KOVACH SCOTT

Born in Yonkers, NY, grew up in Ohio and Michigan, graduated from Owendale High School in Michigan, received her RN from St. Mary's Hospital School of Nursing, Detroit, Michigan and her BSN from Catholic University, Washington, D.C.



Ethel Kovach Scott

Entered the AAF at Chanute Field, Ill. in Feb. 1942. In October she was assigned to Bowman Field and to the 801st AMES which was deployed to the South Pacific in Jan., 1943, participating in the aeromedical evacuation of combat wounded from battle area to hospitals.

After the South Pacific Tour, was assigned back to Bowman Field to attend the Flight Nurse Course, with subsequent assignments including Chief Nurse Aeromedical Evacuation Squadrons, Chief Nurse Ferrying Division, ATC, Chief Nurse Pacific Air Transport Command. For 5 years she was instructor of the Flight Nurse Course and assisted in the preparation of the Flight Nurse Manual.

She was assigned to the Office of the Surgeon General in the Assignment and Education Division, and then as Deputy Chief, Air Force Nurse Corps. In 1963 she was appointed Chief, Air Force Nurse Corps serving until her retirement in 1968 with the rank of Col.

Her decorations include the Legion of Merit, Air Medal with three Oak Leaf Clusters, Asiatic-Pacific Campaign Medal with one star, American Campaign Medal, Victory Medal, Army of Occupation Medal, and the Air Force Longevity Award with four Oak Leaf Clusters.

MARTHA J. TARANTA SERVATIUS

Graduated from Presbyterian Hospital School of Nursing, Pittsburgh, Pennsylvania in



Martha J. Taranta Servatius

1938. Joined the American Red Cross and was called to active duty December 4, 1941 at Tilton General Hospital, Fort Dix, New Jersey. Transferred to AAF School of Air Evac. at Bowman Field, Kentucky May 10, 1943 graduating July 2, 1943. Assigned to 808th Air Evac Transport Squadron. Assigned to North Atlantic Flight Wing Command. Left U.S.A. October 14, 1943. Returned April 4, 1945. Flew patients from India through Central Africa. Later North Africa and Italy.

Grounded for a year on return to U.S. then flew throughout states. Grounded and stationed at Craig AF Base, Alabama 1949. Discharged 11 October 1949. Captain USAF (AFNC). Decorations, European, African, Campaign w/1 bronze star, Asiatic, Pacific Campaign w/1 bronze star, Distinguished Unit Badge, Air Medal.

Employed as an industrial nurse with a petro-chemical company, retired in 1983.

GWEN RAMSAY SHEPPARD

Born in Canada 4 August 1919. Graduated from Bronson Methodist Hospital School of Nursing Kalamazoo, MI 1942. Entered ANC at Chanute Field, Ill. 2 Jan. 1943, becoming a U.S. citizen while there. Graduated from Air Evac School at Bowman Field, Ky. 11 March 1944 with the 817th MAES. Arrived in Barks-ton Heath, England 3 April 1944. Was on TDY at a B-24 bomber base at Norwich, England, two weeks prior to D-Day. While there, flew daily in the Forming Ship, attended all briefings and debriefings. Returned to Barkston, began flying patients from France. TDY to ATC 1 August 1944 to fly Trans-Atlantic flights with patients from Scotland to Iceland to Newfoundland. The 817th was transferred to Dreux near Paris where they evacuated wounded from France and Germany back to England. Received the Air Medal 9 Feb. 1945 as well as the ETO Ribbon with five battle stars. Was promoted to 1st Lt. 16, Feb. 1945. TDY at Orly Field, Paris flying Trans-Atlantic — Orly to Azores to Bermuda and on to Miami. Returned to U.S. Oct. '45 receiving discharge 1 Dec. '45. Married, Donald Sheppard (RCAF Bombardier) and they have a daughter and two grandsons. Worked in small Royal Oak, Mich. hospital, did volunteer work with Girl Scouts and Civilian Defense.



Gwen Ramsay Sheppard

AGNES G. SHURR

Agnes G. Shurr, Navy nurse attached to VR-8, stationed at Hickam, AFB, Hawaiian 1953 during the Korean Conflict. They were there to help evacuate S. Korean casualties from Japan to Travis AFB, Ca. with a stop over at Tripler Army Hosp. in Hawaii. This photograph pictures her with a colleague on duty with VR-24 at Port Lyautey, French Morocco, a French Air Base where they followed the 6th Fleet to evacuate casualties.



Agnes Shurr kneeling, Clarissa Shaw, standing. Navy flight nurses.

JENEVIEVE L. BOYLE SILK

Born and schooled in Wisc., received her Commission in the USAAF 22 March 1943 and was assigned to duty at the Station Hospital Jefferson Barracks, Mo. In November 1943 she was transferred to Bowman Field, Ky., AAF School of Air Evacuation, graduated 21 January 1944 and was assigned to the 816th MAES for duty in the ETO.

Overseas duty included flights from the Normandy invasion beaches, Trans-Atlantic flights, and flights from Germany and Belgium. Received the Air Medal and four battle stars.



Jenevieve L. Boyle Silk

11 May 1945 she married, Lt. Col. Joseph M. Silk! In June 1945 her transfer to the 806th MAES, kept her in the ETO until late December 1945 when she made her last Trans-Atlantic flight back to the USA for an honorable discharge, effective 22 Feb. 1946.

As an Air Force wife she lived at Wright Field, Oh, Montgomery, Ala., Japan, Washington D.C., and Edwards A.F.B., raising four children, (Sally, Patrick, John, and Julie) helping in school programs and as a Red Cross Volunteer.

LOIS ROY SIMINSKI

Being a flight nurse was a pleasure. I enjoyed transporting patients from the front lines and the Trans-Atlantic flights, with the 819th MAES in the ETO. The travel and meeting new people was especially rewarding. I



Lois Roy Siminski

love dancing and there was always a good dance band at the officer's club.

I always felt flying personnel were special and exciting — so much so, that I joined TWA as a hostess. Next, I did polio nursing. While at the School of Air Evac at Bowman Field, Ky., I met my future husband, Edmund J. Siminski, who was a glider pilot. We married after the war and have had a good life together. We have two sons and 3 grandchildren — each is a joy. I did rehabilitation nursing prior to retirement. We enjoy retirement.

EMMA BOWEN SIMPSON

Entered the U.S.A.F. at Drew Field, Tampa, Florida, April 1, 1943. After Air Evacuation Training at Bowman Field, Kentucky, was sent to the European Theater of War in June, 1944. I was attached to the 802nd Air Evacuation Squadron, later transferred to the 807th Air Evacuation Squadron. We flew patients from near the front lines to hospitals in Italy and France. Met Cal J. Hundrup, a C-47 pilot, we were married in Moultrie, GA Sept. 1945 and had four sons: Daniel, Michael, Richard and David. I have lived in Idaho since 1950, in the same house since Jan. 1955. Carl died in 1971, and I married Carey Simpson in 1980. Between us we have eight sons, 26 grandchildren and 2 great-grandchildren.



Emma Bowen Simpson

ETHEL GUFFEY SIMPSON

Born Shawnee, Okla. Dec. 20, 1915. Graduated from St. Anthony School of Nursing Okla. City 1938. Did Private Duty in Okla. City for 2 and one half years. When the Japs bombed Pearl Harbor, volunteered for AAF, was inducted 17 March 1942 at Will Rogers Field, Okla. City, Okla. 24 Dec. 1942 sent to School of Air Evacuation Bowman Field, Ky., graduating 18 Feb. 1943. Sent to ETO July 1943 with 806th MAES. Spring of '44, attended School for American doctors and nurses at Shrivenshaus, England. Made flights into Normandy, Holland, Rhine Crossing, Berlin and Prison camps at Barth and Stalag #1. Served as Chief Nurse from May-Nov. 1945. Received the Air Medal. Married Richard Simpson 23 July 1945 in Paris, France and they have two



Ethel Guffey Simpson. L-R: Ethel Guffey Simpson, Anne Grace Ranahan, Jean Foley Tierney

sons — Richard and David and six grandchildren.

MARY LEONTINE SLEEPER

Born Pembroke, Mass., 10 April 1909. 1931 graduated from New England Hospital for Women and Children. After joining American Red Cross was called to active duty as 2nd Lt. ANC Reserve Nov. 19, 1940. Sent to Fort Banks, Mass. 25 Nov. 1940, Camp Edwards, Mass. 7 Feb. '41, Barksdale Field, La. 13 June '41 and promoted to 1st Lt. 10 Aug. '41. 25 Sept. '41 sent to Camp Clairborne, La. as Ass. Chief Nurse and 16 Apr. '42 to Hendricks Field, Fla. as Chief Nurse. 12 Dec. '42 received certificate of Proficiency in Defense against chemical attack. 27 Jan. '43 transferred to 349 Air Evac Group, Bowman Field, Ky. to help organize School of Air Evacuation. 15 June '43 promoted to Capt., 11 Mar. '44 graduated School of Air Evac. 10 Apr. '44, promoted to Major and later married John T. Sleeper. 29 Sept. '44 School was moved to Randolph Field, Tx. 10 Oct. '44 Received Army Commendation Ribbon for Meritorious Service for organizing the office of the Chief Nurses' Office Course, maintaining a high level of courtesy and discipline and displaying outstanding ability and sound judgement from 27 Jan. '43 to Oct. 10 '44. Transferred to Mitchell Field, N.Y. 10 April '45 to be near ailing parents. Discharged 27 July '45 Fort Dix, N.J. having attained the rank of Lt. Col.



Mary Leontine Sleeper. Ted and Mary Sleeper

LAVERN DITMORE SMITH

Born in McKeesport, Pa., 13 Jan. 1918, graduated from McKeesport Hosp. School of Nursing in 1942, joined the ANC at Carlisle Barracks, Carlisle, Pa., 10 July 1942. Stationed at Aberdeen Proving Grounds and Langley AFB, was chosen for Air Evacuation School at Bowman Fld., Ky., graduated 13 Aug. 1943 and assigned to the 809th MAES, 7th AF., based at Hickam Fld., Hawaii. Flew into Gilbert Islands in Nov. 1943, next was Marshall Islands, then on to Marianas (Saipan, Guam, Tinian). Flying into Guam, had two Navy Hellcats (fighter) as escorts, one on each side of their plane. Flew into Leyte, Philippines and Clark Fld., Manila. ROned there at St. Joseph



Lavern Ditmore Smith

Academy. During a bombing raid, a bomb came through the ceiling over the altar, the only damage was to the ceiling; it was a miracle.

Evacuated wounded of all services from Iwo Jima. Decorated with Air Medal, Asiatic Pacific Medal with 3 Battle Stars, Philippine Liberation Medal with 2 Battle Stars. After the surrender of Japan, was sent stateside and discharged at Ft. Dix, NJ 12 Dec. 1945. Married James Smith Nov. 1946 and they have one son, Shannon J. and 3 grandsons. She returned to private duty nursing, is now retired living in Ark. Has a twin brother — LaRue Ditmore, Sgt. Maj. USMC, Ret.

SHARON L. SPROWLS

Was on active duty with the Navy Nurse Corps from 1973-75, sustaining a service connected disability. Holds the rank of LCDR in the Navy Reserves. Is currently a RN/BSN/REMT-P, working for an air ambulance service, Southflite Aeromedical Services out of Mobile, Ala. She has been flying six years, logging 1000 hrs. in rotor craft and 300 hrs. in fixed wing transports. Is Associated with local scene/trauma calls and hospital to hospital transfers.



Sharon L. Sprowls

EDNA N. GOLDBERG STATMAN

Born in Pontiac, Michigan on January 14, 1920. Graduated from the Jewish Hospital School of Nursing, Cincinnati, Ohio in 1941. Returned home to Detroit, Michigan to work in the operating room until entering the ANC at Chanute Field, Illinois in March 1943, then transferred to Bowman Field to join the 817th Air Evacuation Squadron in November 1943. Left for the European Theater in March 1944. Stationed in England until D-Day then transferred to LeMans and Dreux, France, flying missions in Europe and Transatlantic. The squadron received the Presidential Citation and Air Medal. Discharged at Camp Kilmer in October 1945. Moved to California and worked until marriage to Solomon Statman, M.D. in 1947. Retired to devote time to raising three children. Volunteered to teach Red Cross Nursing Classes, and was Project Director of screening for the Women's Job Corps



Edna N. Goldberg Statman

program for twelve years. Now the grandmother of eight lovely grandchildren.

MARY OLDEHOFF STEHLE

Entered ANC July 1943. Graduated from Bowman SAE April 14, 1944, assigned to the 824th MAES doing stateside air evac at Palm Springs, Ca. and then with the 830th MAES in the Pacific Theater. Awarded the Air Medal with one Oak Leaf Cluster, Asiatic Pacific ribbon with 5 battle stars. Married Kenneth Stehle in 1945 and they have two daughters, Madelyn and Diane. They lived in NJ until Ken's retirement from Exxon, then moved to Holmes Beach, Fla. She remained in the reserves retiring as Lt. Col. and was awarded the AF Commendation Medal. She and Charlotte McFall Mallon were instrumental in starting the World War II Flight Nurse's Assn. in May 1948 and she presently is Secretary of the association. Her hobbies are traveling and duplicate bridge.



L-R: Mary Oldehoff and Mildred Miller. L-R: Mary Oldehoff Stehle and Mildred Miller Barsby

HELEN DEBELLIS STOCKWELL

Graduated from Immanuel Hospital Nursing School, Omaha, Nebraska in 1941, and began active duty in 1942, first at Camp Carson, then at Pueblo, Colorado, where she married a bomber pilot, who was killed in action. She was transferred to the Air Evacuation School at Bowman Field, Kentucky in 1943, was assigned to the 813th squadron and sent to England, where she flew patients from France and Germany to Army hospitals in England.



Helen DeBellis Stockwell

She returned to the States in December, 1945, continued duty first at Langley AF Base, then with the 830th Air Evac Unit at Lowry AF Base, Colorado, where she married an Air Transport Pilot and was discharged as a captain in December, 1948.

As a military wife she lived in Japan, Canada, and Washington D.C., where two sons, Michael and Timothy were adopted, before military retirement in 1960.

She was employed in a workshop for mentally handicapped adults. In 1983 she married Richard Stockwell, a semi-retired college

teacher and works as a volunteer with the Literacy program.

JEANNE SULLIVAN STRATHMAN

Jeanne Ann (Sullivan) Strathman of Bridgeport, CT was inducted into ANC 22 July 1943 at the station hospital AAF Technical Center, Yale University, New Haven, CT. Assigned to the Army Air Force School of Air Evacuation, Bowman Field, Louisville, KY on 3 April 1944. After graduation shipped to Chabua, India with the 803rd MAES. Discharged 9 Jan. 1946 as 1st Lt. Married Lt. Norman R. Strathman 11 Sept. 1945 in Chabua, India. Raised six children, Ann and Susan, Rocky River, OH, Michael, Houston, TX, Joseph Findlay, OH, Jane Columbus, OH, John, Denver, CO. At Home 1011 Fox Run Road, Findlay, Ohio

MARY WILSON SULLIVAN

Born Dec. 1920 in Hartford Conn. Graduated from Hospital of St. Raphael New Haven Conn. in 1942. She was a member of The American Red Cross. Appointed to the ANC in Aug. 1943, reported for active duty at Drew Field, Tampa, Florida on Aug. 2, 1943 accompanied by Elsie Brennan, a classmate at St. Raphael's. Enroute met Barbara Watts from Mass. The three of them served together until discharged from the service, have remained friends in close contact since. Also stationed at Hunter Field, Ga. Graduated from School of Air Evacuation on May 2 1944, was assigned to 802 MAES in Naples Italy. Evacuated the last wounded from Anzio. She was also stationed in Rome, Sienna, Rosignano and Northern Italy. Was on detached service in Istres France Sept.-Nov. 1944. Discharged from duty Oct. 31 1945 as 1st LT.



Mary Wilson Sullivan. Harold and Mary Sullivan

Married Harold Sullivan Sept. 1947. They have two sons and four grandchildren. Returned to Nursing 1954 at St. Raphaels (NB-NBICU Nursery).

DORIS NYLANDER TALLMADGE

Graduated from St. Luke's Hosp. Davenport, Iowa. Joined the ANC 29 April 1942 at Camp Crowder, Mo. Discharged 4 Dec. 1945 at Chanute, Ill. with the rank of 1st Lt. Was awarded the European African Middle Eastern Service Medal and the Asiatic Pacific Service medal. Graduated from the Bowman School of Air Evac 1 Jan. 1944, assigned to Flt. C of the 805th MAES. Stationed in Accra, Ghana West Africa — flew into Khartaum, Sudan and Karachi, India. Stateside was stationed at Memphis, Tenn., Ft. Dix and Long Beach. Now living on Battlemeat Mesa at Parachute Co. after 35 years west of Littleton, Co. Her husband is retired and they have five children. She is still working with no plans to retire.



Doris Nylander Tallmidge

SOPHIA TERRAS

Sophia Terras — Graduated from Overlook Hospital School of Nursing, Summit, N.J. in 1932. Joined the American Red Cross, was called to active duty September 1, 1942. Initially assigned to Stark General Hospital, Charleston, S.C., in 1943 applied and qualified for training in the School of Air Evacuation, Bowman Field, Louisville, Ky. After graduating March 14, 1944, was assigned to the 801st Air Evacuation Squadron in the Southwest Pacific Theatre. The islands we were stationed or flew into were Guadal Canal, Biak, Bougainville, New Guinea, Philippines, Okinawa and Japan. December 22, 1944 was awarded Air Medal by Commanding General of the Thirteenth Air Force for operational flight missions from April 10, 1944 to June 7, 1944. Was shelled by the enemy while participating on an operational flight on Luzon and was entitled to the bronze star to the Philippines Liberation ribbon. After discharge in January 1946, worked as Industrial Nurse in Summit, N.J. until retirement in October 1976.



Receiving Air Medal — Sophia Terras

WINNA JEAN FOLEY TIERNEY

Born 29 Oct. 1921 Memphis, Tenn. Graduated from Baptist Mem. Hospital, Memphis, Tenn. 1942 — joined American Red Cross and was called to active duty 1942. Graduated from the School of Air Evacuation at Bowman Field, Ky. in the first class 18 Feb. 1943 was



Winna Jean Foley Tierney

assigned to the 806th MAES. Served in ETO July 1943-Nov. 1945. Sept. '44-Feb. '45 flew the Transatlantic route from Prestwick, Scotland to Paris to the Azores, Iceland Labrador. Total flying hours — 1091. Awarded the Air Medal with Oak Leaf Cluster. Married Edward Tierney 26 June 1946 and they have three sons — Tom, Brian and Tim. They have one granddaughter.

PATRICIA THOMPSON TWIST

Born in Newcastle, Ind. on Halloween, 1920. Received R.N. from Reid Mem. Hosp. School of Nursing in Richmond, Ind. Dec. 1942. Graduated in first class of 349th Air Evac Group April 1943. Sailed with the 804th MAES from NY June 1943 for Brisbane, Australia. Stationed at three different bases in New Guinea. Earned the Air Medal 1944. Stationed at Biak in the Dutch Archipelago from Sept. '44 until Jan. '45, where we evacuated patients from the battles of Palau and Leyte Gulf. Moved to Mindoro, Philippines in Jan. '45 for the evac of patients from the battle for the Philippines.



Patricia "Pat" Thompson Twist. John and Pat Twist

Married Capt. John Twist of 90th Bomb Grp., Nov. 1944 at Sydney, Australia. They have three children.

Returned to US with patients Feb. '45. Discharged from service Jan. '46 at Camp Atterbury, Ind.

HELENA ILIC TYNAN

Born in Omisalj, Otoak Kak, Yugoslavia, on December 1, 1920. Mother, my brothers, John and Thomas and I joined father in New York City, on September 7, 1929. I graduated from Lenox Hills Hospital School of Nursing in June 1942, and went on active duty in March 1943. My first post was the Don Ce Sar Hospital, St. Petersburg, Florida and then McDill Field, Tampa, Florida. I saw a notice on the bulletin board regarding the formation of classes for a School of Air Evacuation at Bowman Field, Kentucky, applied and graduated in December 1943, class of 43G, assigned to 801STMAES, arrived in Noumea, New Caledonia, then to Espiritu Santo, Guadalcanal Biak, Tanuan, Leyte. We advanced as our forces took the Island. I received an air medal



Helena Ilic Tynan. Helena and Harold Tynan

with two clusters, was separated from service in December 1945, then graduated from Columbia University in 1948 with a B.S. degree in Public Health and Industrial Nursing.

My first job was with Pan American Airlines. I went to Randolph Field, Texas for refresher course in Air Evacuation in December 1948, and fell in love with San Antonio. I met my husband when I was hired to establish an industrial nursing program for the City Public Service, the Local utility. We were married two years later. Harold and I have three sons, Hal, Sean and David, four grandchildren, Tara, Katie, Shauna, and Kyle, and another due in November. My life has been good, Thank the Lord.

CLOVER MAE HURSEY URY

Born in Albion, Ind. Moved to Wyandotte, Mich. 1920's. Graduated Meth. Hosp., Fort Wayne, Ind. 1939. While on staff of Harper Hosp., Detroit, Mich., joined American Red Cross. Inducted into Army Air Force, 16 Jan. '43 at Selfridge Field, Mich. Sent to Chanute Field and from there to School of Air Evac. Bowman Field, Ky., graduating March 11, 1944 Class 44B. Married Cadet Harvey E. Ury the same day. Departed the ETO with 817th MAES 23 March, '44 arriving before Easter 1944. Received Air Medal, ETO Ribbon with 5 Battle Stars. Discharged Fort Dix, NJ 19 Dec. '45. Returned to nursing and married life in NY. Retired in June 1980 — now resides in Sun City, Ariz.



Clover Mae Hursey Ury

ELEANOR PACELIA VICK

Eleanor Pacelia Vick born in Hartford, Conn., and graduated from the Hartford Hospital School of Nursing in 1940. She was private duty and staff nurse until joining the ANC in May 1943, and assigned to the station hospital, T.S., AAFTC, at New Haven, Conn. (Yale University). In Feb., 1944, she was sent to Air Evacuation School at Bowman Field, Ky., and graduated May, 1944. On May 9, 1944, she married then Lt. John Vick at Belleville, Ill. Assignments followed at Romulus, Michigan (MAES 824), White Horse, Y.T., and Anchorage, Alaska (MAES 830). Discharged as



Eleanor Pacelia Vick

1st Lt. on Dec. 15, 1945, she returned to Conn. to careers as "company" wife, mother of Betty, John, and Tim, and later, school nurse in New Jersey, and, eventually, Colorado. She and husband John have been actively retired since 1979.

RITA SHEA VOLLENDORF

Graduated from Hahnemann School of Nursing in Worcester, Mass., her home town. Did civilian nursing for a year before accepting a Commission in the ANC Feb. 1944. Graduated from the School of Air Evacuation at Bowman Fld., Ky. and served overseas 2 years, flying the "HUMP," evacuating patients from battlefields in Europe and North Africa. While on TDY at the 1451st Med. Air Evac. Sqdn. Kelly, Fld. flew C-54's on 3 day flights on the Alcan Run — servicing the MATS Detachment in Alaska and Canada, met 1st Lt. William G. Vollendorf, pilot on the Alcan Run and married him April 3, 1949.



Rita Shea Vollendorf. Maj. Gen. Raymond Bliss and Rita Shea

LOUISE JOHNSON WAGNER

Born in Davis, West Virginia, October 1914. Graduated from Paterson General Hospital School of Nursing in 1935, was a surgical nurse until February 1942, when she joined the Military at Mitchel Field, Long Island. She graduated from the School of Bowman Field, Kentucky, July 2, 1943, sent to Natal, Brazil with the 808th MAES, then to North Africa, and Italy. She returned to States in May 1945, and to flying in 1947 at Topeka, Kansas and Westover A.F.B., Mass. She married Jack Wagner October 1947, and was discharged as Captain, May 1948. Duty as military wife, mother of Gary and Sandra, involved stations in Hawaii, Texas, Delaware, retired to Florida in 1966.



Louise Johnson Wagner

MERRIAN LAUTENBACH WALSH

Merrian Lautenbach Walsh born 19 January 1918 in Grand Rapids, Michigan. Graduated Blodgett Hospital School of Nursing Novem-



Jack Walsh and Merrian Lautenbach

ber, 1940. Began active duty ANC 2 February, 1942. Spent two years at Chanute Field, Illinois, then graduated from Bowman Field Flight Nurse School March 1944. Assigned 817th M.A.E.S. and left immediately for overseas. Began evac missions shortly after D Day while stationed in England. Moved to France 14 October 1944. Missions usually required flying into forward areas with supplies, picking up patients at field hospitals and flying with them to England. Went on detached service with ATC on two occasions and made six Atlantic crossings with patients in C54's.

After VE day the 817th was ordered to the Pacific Theatre, but while awaiting shipment the war ended and the 817th arrived in N.Y. 12 Oct. 1945. While overseas she met Jack Walsh, a navigator from Rochester, N.Y. They were married in March, 1946, have two grown children, and are now enjoying retirement.

HELEN HUNTER WEANT

Born in Sloan, Iowa, 24 February 1920. She graduated from Lutheran Hospital School of Nursing in 1941, joined the American Red Cross, was called to active duty October 1943, going to Ft. Leavenworth, Kansas to be inducted and on to AAF Base Hospital in Sioux Falls, South Dakota. She volunteered for Air Evacuation and entered AAFAE School at Bowman Field, Louisville, Kentucky, 349th AE Group, graduating July 1943. After 6-8 months of detached service in Dannelon, Florida, she was sent to Guadalcanal with 801st Medical AE Sqd., attached to 13th Air Force in April 1944. Later moved to New Guinea and on to Leyte, Philippines, flying to outlying islands bringing patients and prisoners of war to base hospitals. On November 27, 1945, she was discharged as 1st Lt. at Ft. Sheridan, Illinois. On February 1, 1946, she married Robert Weant, whom she met on Guadalcanal. They have one son, Robert, Jr., and 2 daughters, Jane and Masha and 6 grandchildren. They reside in High Point, North Carolina and both are semi-retired.



Helen Hunter Weant

EVELYN GOODMAN WEBB

Born in Fort Thomas, Ky. April 2, 1920 and grew up as an Army brat! Graduated from Garfield Memorial Hospital, Washington, D.C. 1942. Entered the ANC April 1, 1943 at Drew Fld., Fla. Attended School of Air Evac at Bowman Fld., Ky. Discharged from service to Randolph Fld., Tex. Dec. 1945. Married E.G. Sharschaug Sept. 1945 and we had one son, Arne. Was widowed in 1980 and remarried Howard D. Webb Aug. 1987. Have been living in Ames, Iowa 44 yrs. N-787344 Attained the rank of 1st Lt.



Evelyn Goodman Webb

B. MARIE FARMER WEITZ

Born 1 Sept. 1920 in Wilson, NC. Became RN in 1941, joined the Red Cross and ANC, assigned June 1942 to Lawson Gen. in Atlanta. Was transferred to Ft. Bragg, NC, was assigned to the 65th Gen., the Duke Unit. Accepted at School of Air Evacuation at Bowman Fld., Ky., graduating Aug. 1943, served in the Pacific with the 809th MAES, based at Hickham Fld., Hawaii, island hopping the entire Central and South Pacific. Awarded the Air Medal, Asiatic Pacific Ribbon with 4 battle stars, and the Philippine Liberation Ribbon. Discharged at Ft. Bragg, NC Sept. 1945. Marriage plans ended tragically when fiancé was killed on his way to my home. In 1946, the Red Cross assigned her to the polio epidemic at Los Angeles Co. Gen. 1947-1952 was airline stewardess with Pan-Am based in San Francisco — flew into Hawaii, Australia, New Zealand, Fiji, Wake, Guam, Midway, Philippines, Japan, China, Singapore, Thailand, Calcutta and New Delhi. Forced to give up flying due to back problems, stemming from Canton Island service. Attended Med. Secretary School and ran the office for 11 Anesthesiologists in San Francisco. Aug. 1959 married Dr. Marion G. Weitz, lived in Napa, Calif. and in 1962 her daughter, Sabrina was born. Marriage ended in divorce in 1973. Active in Med. Aux., women's golf, water skiing and oil painting. Do volunteer work, and travel only in the US. In 1966, she and Peg Maloney hosted a 3-day 809th reunion in Carmel, Calif. with 11 attending.



B. Marie Farmer Weitz

JOAN KOSTER WESTRATE

Born in Grand Rapids, Michigan, July, 1919. Graduated from Blodgett Hospital School of Nursing in 1940, joined the ANC in 1942 and was sent to Chanute Field at Rantoul, Illinois. She graduated from the Flight Nurse Training School at Bowman Field, Kentucky, in 1944, was sent to Grantham, England with the 817th MAES. There were Transatlantic flights in C-54s from Scotland to New York and, after D-Day, flights from England to France. Later, after moving to France, there were flights into Germany and from France to England. There were also flights from Paris to New York. With V-E Day the 817th was readied for duty in the Pacific but with V J Day the squadron shipped back to the States. Joan and Bill Westrate were married in 1947 and have six children. They live in Cassopolis, Michigan.



Joan Koster Westrate

TRUDE McNALLY CHAMPLIN WHITE

Born in Philadelphia, Pennsylvania, 15 August 1918. Graduated in 1940 from Philadelphia General Hospital, School of Nursing. Married Gerald H. Champlin, July 1941 in Baltimore, Maryland. In June 1943, she was accepted in the ANC, Fort Rosecrans, San Diego, California, assigned to McClellan Air Force Base Hospital, Sacramento, California. Graduated from the AAF School of Air Evacuation, Bowman Field, Kentucky, class of 43-H. She was a member of the 820th MAES, Southwest Pacific, discharged December 1945. Received B.S., P.H.N. from Incarnate Word College, San Antonio, Texas, in July 1956; M.P.H. from University of Texas in 1973. During this time she was employed as an Industrial Nurse at Dow Chemical (1957-1961); Supervisor of the TB Control Program, Region III, Texas Department of Health (TDH); and Generalized Public Health Nurse Consultant for TDH in Austin (1972-1977). From 1977-1982 she was the Regional Nursing Director for Public Health Region 11, TDH. She's been a member of the Texas Public Health Association from 1968 to present; appointed a Fellow Member in 1981 for both TPHA and the Southern Branch of American Public Health Association (APHA); appointed Honorary



Trude McNally Champlin White

Clinical Assistant Professor, Nursing College, Texas Woman's University in Houston; a member of the U.S.-Mexico Border Public Health Association, Philadelphia General Hospital Alumni Association, American Nurses Association, and the Texas Nurses Association. She retired as of 1982.

LAURA RICE WHITEHEAD

Graduated from the SAE Bowman Fld. 1943, assigned to the 810th MAES 9th TCC in the ETO. Stationed in N. England, Bottesford near Nottingham, Aldermaston, near Reading, England, Orly AAF, France. Campaigns: Normandy, N. France, Rhineland, Adennes with 4 bronze stars and the Air Medal. Mother of 3 daughters and one son. Retired but became bored, returned to work in a doctor's office 2 days a week. While in the ETO, she visited Gen. Omar Bradley's headquarters near St. Lo, France, a beautiful chateau overlooking the English Channel, which had just been captured two days before. The general was at the front, so she was assigned his quarters for the night with 2 guards at the door. Unable to sleep, she wandered the halls with the guards close behind. She evaded the guards and ended up on the beach which looked peaceful, only to learn it had been mined. Offered a ride to the front lines by a war correspondent, she accepted and witnessed first hand the death and devastation of war. When she returned to her base, she had been reported as missing in action! She would love to hear from old friends. Feels she is a very liberated lady. Life has been good to her.



Laura Rice Whitehead

GRACE DUNHAM WICHTENDAHL

Received my nurses training at Leo N. Levi Hosp., Hot Springs, Ark. Entered military service 9 Oct. 1939 as C.C.C. nurse, Army and Navy Hosp. Hot Springs, Ark.



Grace Dunham Wichtendahl

Graduated from Flight Nurses School, Bowman Field, Ky., in the second class. Was assigned Chief Nurse of 806th M.A.E.S. Our squadron left the U.S. July 1943 for the European theater. I returned to U.S. June, 1945.

Assigned to Flight Nurses School, Randolph A.F. Base as instructor Oct. 1945 while on a "Victory Bond Drive." I met and married my husband, Herbert B. Wichtendahl. Was discharged from the service in 1946.

My "claim to fame" during WWII, 806th Squadron, made the first authorized evacuation of patients from France, after D-Day. I was the nurse.

GEOFFREY PAUL WIEDEMAN

Born London, England, 9 March 1917, English Parents. Moved to St. Raphael, France, 1923. Attended French schools and graduated from the College de Draguignan 1934, Baccalaureate in Philosophy. Emigrated to the United States in August 1934 on a student visa. Attended University of Vermont, BS 1938 — MD 1941. Became United States citizen 14 July 1942. 1st Lt. AUS July 1942 to Brigadier General, USAF, February 1970. Retired April 1974. Practiced as Civil Service Staff Physician from August 1974 to March 1, 1989. Now retired. Decorations include Distinguished Service Medal, Legion of Merit, Bronze Star, Air Medal, Air Force Commendation Medal with Cluster, Philippine Liberation with 2 Bronze Stars, Air Force Occupation Medal (Japan), Theater Ribbons, 49 combat missions in Air Evacuation SWPA. Graduated School Aerospace Medicine Feb. 1943. Assigned to 804th AES, Bowman Field, Kentucky. Australia — New Guinea — Biak — Peliliu — Okinawa — Tachikawa. Assumed command Nadzab, New Guinea when Maj. Miller injured in aircraft accident. Deputy Surgeon — Continental Air Command, Michel Field — Nov. 1946-50 Deputy Surgeon, 3rd Air Force, South Ruislip, England, 1950-54 Surgeon General's Office, Washington, D.C., 1954-58 Command Surgeon, EASTAF, McGuire AFB, 1958-61 National War College, Ft. McNair, 1961-62 (Outstanding Graduate) Commander, Tachikawa Hospital and Surgeon 315th Air Division and Kanto Base Command. Tachikawa AFB, Japan, 1962-65. Commander, School of Health Care Sciences, Sheppard AFB, Texas, 1966-69. Command Surgeon, Hq. Air Training Command, Randolph AFB, Texas, 1969-74. Staff Physician, USAF Clinic, Brooks AFB, Texas, 1974-89. (Civil Service)



Geoffrey Paul Wiedeman

CHARLOTTE SHERWOOD WIEHRDT

Born in 1917, Hunt, Arizona, a stage coach stop. Graduated St. Joseph School of Nursing, Phoenix, 1937. Assisted with first insulin shock treatment, did Surgical nursing. Married Paul Hendricks 1940, who was killed in 1941. Active duty January 1942, Luke Field, Arizona — flying instructions, Sky Harbor. Graduated Bowman Field, December 10, 1943, married Leonard Wiehrdt, December 11, Richmond, Va. Joined 807th, Catania Sicily, replacing



Charlotte Sherwood Wiehrdt

nurses downed in Yugoslavia. Campaigns: Naples-Foggia, Southern-France, Rome-Arno, North Appennines, Po Valley, Germany. Air Medal with three clusters. June 1944 flew 75 hours, 10 min. with 76 landings. Leonard in same theaters, fighter pilot.

Military wife of test pilot, Muroc and Wright-Patterson, McDill, Sioux City, Japan, Pulloch, Germany, Richards-Gebaur. Six daughters, 27 grandchildren. Leonard flew Air America, Vietnam. Family lived in Thailand. I worked with surgical team in Can Tho, Vietnamese Hospital. Leonard crashed in Laos.

Worked ASU Health Center and hospice. Served LDS church mission. Uniform in museum, March AFB, Calif.

RUTH RICHARDS WILLIAMS

She and good friend, Edna Wood were working in a hosp. in Morristown, NJ in 1943, when they read an article in the AF Magazine about an Air Evac Squadron in the South Pacific. As a result of the article, they joined the ANC 5 Jan. 1943 and applied for the SAE at Bowman Fld., Ky., were accepted and graduated Jan. '44. They were sent to the Pacific Theater as replacements with the 801st MAES, the same sqdn. they had read about in 1943. Sailing from San Francisco Mar. 1944 on the S.S. Lurline, she arrived in New Caledonia 14 days later. Stationed on Guadalcanal, attached to the 13th AF, evacuated pts. from the Solomon Islands. Later on Biak, flew into Pelelieu, Leyte, Zamboanza, Quezon City, Manila and Cebu. Took a plane load of lepers back to their colony, helped evacuate POWs from Battan and Corregedor, who had been on the Battan Death March. Went on Rand R at Tusculum Red Cross Home in Sydney, Australia. Returned stateside 18 Nov. 1945, stationed at Camp Stoneman, Calif., was discharged 3 Feb. 1946 at Fort Des Moines, Iowa. Awards: WWII Victory Medal, Air Medal, S.P. Theater Campaign Medal, 6 Bronze Stars, 3 overseas service bars and the Philippine Liberation Medal.



Ruth Richards Williams

WILHELMINA DUNKER WILLIAMS

Born 4 Feb. 1918 in NY, NY. Graduated from Bellevue School of Nursing in 1939 in NY, NY. Served in the ANC from July 1943-Nov. 1945. Was a flight nurse in the ETO assigned to the 818th MAES. Worked as Public Health and School Nurse for 23 years following her military service.



Wilhelmina Dunker Williams

LEONA M. WINWOOD

Served as a flight nurse in the ETO with the 815th MAES. Returned from the service to Portland, Oregon. Due to ill health moved to Santa Monica, Calif., worked in the Operating Room at St. John's Hospital but as the climate did not agree with her health, moved to Burbank in the San Fernando Valley — health improved. Later worked in surgery at St. Vincent's Hosp., Portland, Oregon until she took early retirement — just felt burned out. Moved to Bellingham, Wash. to be closer to her sister, who lives in Canada. Hobbies are her home, flower garden, friends and just growing old gracefully and ignoring health problems which still plague her.



Leona M. Winwood

JEAN BOOCHEROFF WYCKOFF

Born 30 Oct. 1921. Academic: Nursing diploma, Riverside Hosp., Toledo, Ohio 1942; Bachelor's degree Univ. of Pittsburgh,



Jean Boocheroff Wyckoff. Michael and Jean Wyckoff

1948; Master's — Univ. of Pittsburgh, 1954; Doctorate — Texas Woman's Univ. 1980. Career: Nurse, Doehler Die Casting Co., Chicago, Ill., 1942; Air Force Nurse 1943-46 serving with the 819th MAES in Central Europe. Was presented the Air Medal by Eleanor Roosevelt; V.A. Hosp. Pittsburgh, Pa. 1955-58; Health Center Director, El Central College, Dallas, Texas 1966-84 — was its first director. Family: Husband, Michael, passed away May 1988 while vacationing in Spain. They have 2 sons, Stuart and Arthur, daughter, Karen and 1 grandson. Received the American College Health Association's highest honor — the Olie B. Moten Award — only the third person to receive this coveted award. In addition, the Association's Jr. and Community Colleges in Dallas, Tex. named her an "Emeritus," the highest honor the colleges bestow. Retired in 1984.

MARY ELLEN YOUNG ZAITZ



Mary Ellen Young Zaitz

IN MEMORIAM

T/3 EUGENE T. BARR

Medical technician, killed in action in the Pacific Theater, while serving with the 801st MAES. His loss was felt by all.

T/3 DELBERT V. BEERY

Med. technician, serving with the 820th MAES in the Philippines, was killed in action 3 March 1945, when the air evacuation plane in which he and Martha Black were flying, struck a mountain. He was trained and advanced to technician after arriving in the Philippines and was a valued addition to the Sqdn.

T/3 ORLA BILLITER

Med. Tech. missing in action, 21 Jan. 1944 while he and Thelma Lafave were on an air evacuation mission with a load of pts., with the 820th MAES in the Philippines. Was trained and advanced to technician after his arrival in the Philippines and was a valued member of the group.



T/3 Orla Billiter

2ND LT. MARTHA F. BLACK

Flight nurse killed in action 10 Mar. 1945, was assigned to the 820th MAES in the Pacific. Was on an air evac mission with T/3 Delbert V. Berry and a plane load of patients when the plane crashed during a storm. Plane was later found on a mountain in the Philippines. She graduated from Air Evac at Bowman Field, 21 Jan. 1944. Serial number N787995. Martha, who had a sunny disposition and wonderful smile was the 2nd casualty of the 820th. Bad weather caused the planes to circle around in the worst fog they had seen. Others sought other places to land. For days, planes searched for the missing plane, locating it in rough terrain and thick jungle foliage. "We mourned the loss of Martha — her smile we would never see again."



2nd Lt. Martha F. Black

2ND LT. DOROTHY M. BOOTH

Flight nurse from South Hills, Pa., serving in Catania, Sicily with the 807th MAES, was killed Feb. 24, 1944 in the crash of a C-47, one hour after take-off when it crashed into a mountain in Sicily with 19 litter patients on board, enroute to Algiers, North Africa. Prior to this, Dottie had been seriously injured in a jeep accident and was encased in a body cast and was being sent stateside to recuperate. Lost in the same accident were Elizabeth J. Howren, flight nurse and S/Sgt. William Fitzpatrick, technician, all 807th personnel. With the US Flag flying at half-mast and taps in the background, Dottie was laid to rest along with her friends in the Military Cemetery near Pontelivia, Sicily.

CAPT. VERA BROWN

Flight nurse killed in action during the Korean Conflict 26 Sept., 1950.

ELLEN CHURCH

Was the first airline hostess. She was working in San Francisco as a registered nurse in 1930 when she read that Boeing Air Transport Airline was adding a new 14 passenger plane from San Francisco to Chicago. She contacted the airline with the idea of using nurses on flights to attend to rider's needs. On 15 May, 1930, Miss Church recruited 7 more nurses and started the airline stewardess-hostess-attendants as we know them today. During WWII, she joined the ANC and flew air evac missions in the Mediterranean with the 802nd MAES, later was transferred to England along with 2 other nurses to set up Air Evac there. After the war, she was Hospital Administrator of the Union School of Nursing in Terre Haute, Ind. Some years later while riding a horse, was thrown and killed.

2ND LT. VIVIANNA CRONIN

Flight nurse with the 818th MAES in the ETO, who was killed in Scotland Aug. 28, 1944. Roommate and dear friend of Inez Leland Glass.



2nd Lt. Vivianna Cronin

HUGH CRUMAY, M.D.

Lt. Col. of Camp Hill, Pennsylvania, a graduate of Harvard Medical School, attended the school of Aviation Medicine at Randolph Field, Texas and the school of Air Evacuation at Bowman Field, Kentucky. He went overseas with the 804 Medical Air Evacuation Squadron. Later he was transferred as C.O./to 820th MAES, and was in the Southwest Pacific Theatre from Australia, New Guinea and Philippines to Japan. In 1945, he was sent to the Far East Air Force Headquarters. He was one Flight Surgeon that was very enthused about air evacuation, was very proud of his flight nurses and referred to them fondly as "pistol packing mamas". After their outstanding performance, he felt it was unfortunate that nothing had been published about them. He was loved and respected by all, who served with him.



Hugh Crumay, M.D.

He died February 27, 1988 and was buried at Indiantown Gap National Cemetery where he had been discharged from service.

LOUIS EILENBERGER

Ground crew member assigned to the 820th MAES was drowned in the surf at Dulag, Leyte 17 Feb., 1945.

CPL. EDWARD RAYMOND FERRIS

Killed in action while serving in the Korean Conflict, 8 Dec., 1950.

DR. JOHN FISSELL

Flight surgeon with the 816th MAES stationed at Prestwick, Scotland. Was killed when his plane crashed enroute to Prestwick

from NY, where he had just been married. His plane with all on board vanished after crashing into a mountain.

S/SGT. WILLIAM FITZPATRICK

Medical technician from Georgia, serving with the 807th MAES in Catania, Sicily, was killed in action Feb. 24, 1944 while flying in a C-47 from Catania, Sicily to Algiers, North Africa with a load of 18 litter patients and flight nurse, Elizabeth J. Howren. One hour after take-off, the plane crashed into the Sicilian Mountains killing all on board. Flight nurse, Dottie Booth was also a patient on board. The loss of three of its personnel was a big blow to the 807th and they still remember the ride up the hillside behind the jeep carrying the caskets. With the American Flag flying at half-mast and taps playing in the background, they were laid to rest in the Military Cemetery near Pontelivia, Sicily. May they never be forgotten.

2ND LT. RUTH M. GARDINER

The first flight nurse to be killed in a theater of operation in WWII, in Alaska, 27 July, 1943. Hailing from Indianapolis, Ind., she graduated from Philadelphia Gen. Hosp. in 1935. She attended the School of Air Evac at Bowman Field, Ky., graduating in the first class Feb. 1943, later serving with the 805th MAES. The Gardiner General Hosp. in Chicago, Ill. is named in her memory.



2nd Lt. Ruth M. Gardiner

2ND LT. CHRISTINE GASVODA

Flight nurse killed in action in the ETO 12 April, 1945, when the C-47, which was a part of the 817th MAES six-plane flight crashed into a mountain somewhere in Germany. There were no patients on board and the plane had a cargo of gasoline. She was awarded the Air Medal prior to her accident. Chris was from the Upper Peninsula (Houghton), Michigan. She worked in a Chicago hosp. prior to enlisting the Army Nurse Corps and was a very talented singer.



2nd Lt. Christine Gasvoda

CAPT. DOROTHY A. GIFFORD

Flight nurse killed in action or in an accident while serving in Vietnam, 11 May, 1964.

1ST LT. BURTAN A. HALL, M.D.

First flight surgeon from the Bowman Field School of Air Evac to be killed in action.

KATHERINE JEANNE TOLEN HARRIS

Born April 13, 1919 in Langdon, ND and later moved with her family to Minneapolis. Graduated from St. Catherine's Hospital School of Nursing in 1939, and entered the Army on May 9, 1941. Had assignments to various locations before completing Bowman's Air Evac School and sailing to England on the Queen Mary. Along with others, was photographed for Look Magazine's July 11, 1944 article "Invasion Heroine: the flying nurse". Received the Air Medal for her flights with the 813th. Continued on active duty after WWII, transferred to the Air Force, flew evac flights from Kelly during the Korean War and resigned as a Major on May 4, 1953. Had married Julius L. Harris in 1951, and elected to become a homemaker and mother. Did a very good job of it. Has been deeply missed by her family and friends since April 25, 1989, when cancer caused this dear lady's death.



Katherine Jeanne Tolen Harris

ALBERT DONALD HAUG, M.D.

Born Dec. 3, 1906 Concordia, Kansas. Died March 19, 1986 at Wenatchee, Wash. Was the CO of the 816th MAES in the ETO. He formulated and perfected a plan for a glider snatch evacuation from inside Germany, across the Rhine R. into France, escorted patients on one of the two gliders.



Albert Donald Haug, M.D.

His Medical Training and history are as follows: Cert. S. 50. b 06 Concordia, Kan. MD Northwest 1934, intern. 1933-34. Res. Surg. 1934-35 (both at St. Luke's Hosp. Chicago). Fell. Surg. (Lahey Clin. Boston) 1935-37. Fell. Surg. Path. (New Eng. Deaconess Hosp.)

1946. Staff Surg. (Deaconess Hosp.) (St. Anthony's Hosp.) (both in Wenatchee). Maj. MC AUS 1942-45. ACS (F). Retired Wenatchee Valley Clin. 9th and Chelan 98801 (206) 663-8711.

2ND LT. JEANNE HERKO

Flight nurse serving with the 814th MAES in the ETO, was killed in action 9 Feb., 1945 while returning to Ramsbury, England from Italy.

2ND LT. ELIZABETH J. HOWREN

Flight nurse from New Castle, Ind., serving with the 807th MAES in Catania, Sicily, was killed in action Feb. 24, 1944 when the C-47 in which she and S/Sgt. William Fitzpatrick were escorting 18 litter patients crashed one hour after take-off in the Sicilian Mts. killing all on board. A friend, Dorothy White remembers the somber ride behind the jeeps carrying the caskets up the hillside to the Military Cemetery near Pontelivia, Sicily — where the American Flag flew at half-mast. As taps sounded on that sunny day, the Mediterranean Sea seemed bluer than ever before. The pain of the loss of a friend lingers still after 45 years. May she never be forgotten.

T/3 JOHN HUDSON

Medical technician, serving in the Pacific Theater disappeared in a thunderstorm flying from Mindoro to Leyte on 12 March 1945.

2nd LT. MARY E. JACKLEY

Flight nurse from Sterling, Ill., who was killed in action in a plane crash in Scotland, while serving with the 813th MAES, 27 July 1944. She is buried in the National Cemetery in Epswich, England. Our sqdn. mourned the loss of a friend. May she rest in our hearts.



L-R: Helen Johnson, MaryBell Fraser, Margaret Galoway, Mary Brown, Jeanne Tolen, Mary E. Jackley, killed in action in plane crash in Scotland July 27, 1944.

LT. ROBERTA T. JILL

Flight nurse during the Korean Conflict, was killed in action 13 July, 1956.

2ND LT. SELMA KAYE

Flight nurse with 818th MAES ETO. She met with a tragic suicide death after WWII. Dear friend of Inez Leland Glass.

2ND LT. ELSIE D. KEASEY

Flight nurse killed in action May, 1944.

CAPT. MARY T. KLINKER

Flight nurse killed April 4, 1975 while evacuating Amerasian children, fathered by military men stationed in Vietnam, on Operation Baby Lift. The babies were enroute to adoptive parents in the U.S.

LT. THELMA LAFAVE

Born 31 July, 1920 in Gagetown, Mich. One of 13 children, graduated from St. Josephs School of Nursing, Pontiac, Mich. Volunteered for active duty in the ANC, 30 Sept., 1942. Graduated from the School of Air Evac at Bowman Fld., Ky., was assigned to the 820th MAES, served in the Asiatic-Pacific Theater with Port Moresby, New Guinea as her first base. She was one of the first nurses into Tadjji after D-Day. Was reported as missing in action 25 Jan., 1945 in the Philippines — SOS was heard near Tachloban, Leyte but the plane was never found. She was the first casualty of the 820th and her loss was an emotional time for all — she was well liked and had beautiful expressive blue eyes — they talked for her. May she remain in our hearts forever.



Lt. Thelma Lafave

PFC. WILEY COHN LOGGIN

Killed in action Sept. 26, 1950 while serving in the Korean conflict.

CAPT. SARA E. LONG

Flight nurse killed in action while serving in the Korean Conflict Sept. 26, 1950.

1ST LT. ALEDA E. LUTZ

Born 9 Nov., 1915 in Freeland, Mich., attended Arthur Hill H.S., graduated from Saginaw Gen. Hosp. School of Nursing 1937, joined the ANC at Selfridge Fld. 10 Feb., 1942. Volunteered for flight nurse school and was assigned to the 802nd MAES which was activated before the class graduated and was sent to North Africa. She served through the North African, Tunisian, Sicilian and Southern Italian Campaigns. Was killed in action 1 Nov., 1944



2nd Lt. Selma Kaye



1st Lt. Aleda E. Lutz

on her 196th air evac mission in Southern France while evacuating 15 patients from Luxeuil to Marseilles, France. She is memorialized by having a Hospital Ship, a C-47 air evac plane, Miss Nightingale III (which was donated by the Women's International Bowling Congress, Inc.), the Veteran's Hosp. of Saginaw Co., and the Women's American Legion Post No. 544 all named in her honor. She is buried in an American Cemetery in So. France. Posthumously, she was awarded the Air Medal with 4 Oak Leaf Clusters and the DFC for "outstanding proficiency and selfless devotion to duty."

1ST LT. VIRGINIA McCLURE

Flight nurse killed in action while serving in the Korean Conflict Dec. 22, 1952.

T/3 WILLIAM M. McMULLEN

Flight technician killed in action July 1945.

2ND LT. KATHERINE SHAFER MAYHUE

Flight nurse who graduated from Bowman Field 14 April 1944, was assigned to the 823rd MAES doing continental air evac until sent to the Pacific with the 830th stationed at Hickam Field. Married after the war and they had two children, Dorothy and Alan. Was instrumental in helping to obtain addresses for WWIIFNA roster.



2nd Lt. Katherine Shafer Mayhue

2ND LT. BEATRICE MEMLER

Flight nurse with the 804th MAES, killed in action with a plane load of 40 patients off the island of Mindanao, Philippines, 1945, just before the war ended. The plane went into a mountain possibly due to poor visibility and everyone perished. She was one of 5 flight nurses lost in the 804th and 820th squadrons which were near each other. She is posing in front of wrecked Japanese fighter plane in New Guinea. The metal from these cockpits were used by the enlisted men to make watch bands and they bolted flight wings onto them.



2nd Lt. Beatrice Memler

SGT. RALPH MOWRY

Medical technician with the 804th MAES, missing in action 6 March, 1944 on a flight from Nadzab in the Pacific to Saidor South West Pacific.



Sgt. Ralph Mowry

This 21 year old young man planned to become a doctor after the war and was engaged to be married. His death was a real loss to that which makes up America.

LT. LILLIAN L. MUELLER

Flight nurse killed in action or in an accident while serving in Vietnam, July 13, 1956.

2ND LT. GERDA MULACK

Flight nurse serving in the South West Pacific area with the 804th MAES, evacuating the wounded from the front lines to field hospitals, was killed in action in New Guinea 5 March, 1944. She hailed from Newburgh, NY and was on a routine mission from Nadzab to Saidor, stopping off at Finachafen, loaded supplies and took off encountering bad weather. Permission to land was granted and they were never heard from again.



Left to Right: Gerda and fox hole buddies Dottie Swanson and Leona Lund.

JEAN LAUBER NORSTROM

Was born in Birmingham, Ala. 29 Aug., 1918 in the South Highlands Infirmary from which she graduated as a R.N. 1943. Appointed as a Red Cross Nurse, joined ANC Apr. 26, 1943. Was assigned to the Drew Field, Tampa, Fla., where she applied for air evac training at Bowman Field, graduating Apr. 1944. Assigned to the 814th MAES attached to 437th TCG in ETO. Was based at Ramsbury, England; flew from England, France, Italy and to the U.S. by way of the Azores and Newfoundland, with a total of 509 combat hrs. Overseas 18 mos., attained rank of 1st Lt., was discharged at Ft. Sheridan, Ill. 21 Dec., 1945 working at the Miami (nautilus) V.A. hosp. Married Milton D. Norstrom in Chicago 18 Jan., 1947, they have two sons, Scott and James and two grandchildren. Worked at Field's Medical Center in Blue Island, Ill. for 12 yrs. She passed away Feb. 1988.



Jean Lauber Norstrom. Milt and Jean

SGT. ROBERT OLIVER

Medical technician serving in the SWP, disappeared along with another tech and flight nurse on a flight from Pelalieu to Leyte, Jan. 1945.

1ST LT. MARGARET F. PERRY

Flight nurse killed in action while serving in the Korean Conflict Dec. 22, 1952.

2ND LT. CATHERINE PRICE

Flight nurse assigned to the 817th MAES, killed in action July 1944 between Iceland and Newfoundland with a load of 18 litter patients. Was on a Trans-Atlantic flight in a C-54. Awarded the Air Medal posthumously. Katie was from North Liberty, Indiana, did general duty at Harper Hosp. in Detroit, Mich. prior to enlisting in the Army Nurse Corps.

THE LAST MERCY PLANE

By Alice Fraser in memory of Catherine Price

One of the stars in our service flag has turned from blue to gold. A nurse's cap has been laid aside, God gave



2nd Lt. Catherine Price

her a crown to hold.
 She offered her life for her country, just as every American should;
 She sat by the cot of the wounded, their suffering she understood.
 She traveled thru miles of terror, she wiped the tear-filled eyes;
 She silently prayed for her wounded boys, as she flew the darkened sky.
 And the boys on board that mercy plane, had faith in her gentle hand.
 But why it had to be Catherine, we may never understand.
 When we talk of the brave and courageous, we naturally think of the men
 But our girls are winning a star and a stripe, when they offer their life for a friend.
 Our girls can take their orders, and they can lift up our flags.
 And after this war is over, may their sacrifice make things right.

JEAN MOORE RICHMANN

Was a TWA Hostess prior to enlisting in the ANC Aug. 1943. Graduated from Bowman Field School of Air Evac., serving with the 812th MAES in the Pacific Theater based at Hickam Fld., Hawaii. Married Herbert Richmann upon her return to Illinois, they had a daughter and son. She died of cancer in 1971. We miss her.



L-R: Marion Clark Dubbs and Jean Moore Richmann

T/3 JOHN H. SALMI

Medical technician from Glendale, Calif., who was killed in action in a plane crash in Scotland 27 July, 1944 while serving with the 813th MAES. He was killed in the same crash as Mary H. Jackley, flight nurse.

SGT. JULIUS MACK SATTERFIELD

Was a college student working as Dir. of Winston Salem, NC Boys Club and married to Grace Boyd, R.N. in 1942 when he enlisted in AAF, was sent to boot camp at Keesler Fld., received Radio Operator training at Scott Fld. After graduation, sent to CBI with 2nd TCS in Yankai, China. Sent to Dinjan, India for food dropping mission for operation "Gallahad,"



Sgt. Julius Mack Satterfield

code name for Merrills Maudraders. Earned DFC with cluster, Air Medal with 2 clusters, Asiatic Ribbon with 2 bronze stars, India-Burma Ribbon with 2 battle stars, Purple Heart and the Chinese War Medal with Wings, posthumously. On one mission, he heard Jap fighters on the radio and went forward to warn the pilot. As he bent over to talk, enemy fire struck him in the back killing him instantly. His body protected the pilot, who was injured seriously. The AAF knew him as a soldier — we knew him as a hero.

2ND LT. "DOLLY" WILMA VINSANT SHEA

Born in the Rio Grande Valley to Dr. and Mrs. W.J. Vinsant 20 Feb., 1917. Due to her small size and doll like features was called "Dolly". Her formative years were spent in San Benito, Tx. which was known as a new frontier. It was a time of struggle for the residents. The environment and her family helped instill in her the traits of inner strength and caring. Graduated from John Sealy Hosp. in Galveston, Texas, putting her skills to work with Braniff Airlines as a flight attendant. Joined the Army Nurse Corps, graduated from the first flight nurse class at Bowman Field, Ky. Feb. 1943. Spent 2 years in ETO with 806 MAES in the midst of combat, evacuating wounded soldiers from the battlefields to hospitals behind the lines. 16 Jan., 1945 married Maj. Walter Shea, AF Navigator from Bronx, NY. April 14, 1945, Maj. Shea learned his wife of 4 months had been killed in action over Germany. She is the only woman buried in the U.S. Cemetery in Margarten, Holland. Her heroism earned her an Air Medal, Red Cross Medal, a Special Citation from Pres. Harry Truman and Purple Heart. The Dolly Vinsant Mem. Hosp. in San Benito bears her name.



2nd Lt. "Dolly" Wilma Vinsant Shea

SGT. FRANK SORRELS

Medical technician killed in action while transporting patients aboard a C-54 on a Trans-Atlantic flight to Iceland. The entire crew was lost. Frank was assigned to the 816th



L-R, Back Row: Cpl. Harry Boggs, Hubert McMahan, Joe T. Brawner, Fred R. Souney. Front Row, L-R: Elmer Cox, Frank Sorrels, killed in action, Aaron Kagen. Kneeling: Malcolm Williams.

MAES but was on TDY to the 817th at the time of the accident.

SGT. FOSTER JUNIOR STEELE

Medical technician killed in action while serving in Korea, 26 Sept., 1950.

T/3 ARTHUR D. STEINER

Medical technician killed in action Feb. 1945.

LEORA STROUP

Brought up around Cleveland, Ohio, died Feb. 13, 1985 at the age of 84 due to complications due to diabetes. She was one of the founders of The School of Air Evacuation at Bowman Field, Ky. serving as Assistant Plans and Training Officer there. An avid flyer, she had 100 hours of solo flying time to her credit. Prior to her military service, served as a vocational nursing supervisor in Detroit, Michigan and on the teaching staff of Wayne University. Formed the first chapter of Aerial Nurses Corps in the state of Michigan.



Leora Stroup

After WWII, volunteered for Public Health Nursing in Korea serving 18 months under Gen. Arthur McArthur. Due to failing health, she went to Cleveland to live with her sister, Olive A. Hay and apparently returned to college. Founder of a Nursing School at Fort Hays State College which later became Fort Hays State University and is one of the seven universities in the state of Kansas. For three months, she was the only instructor of the college — later she became its head, a position which she retained until her retirement in 1971. In 1981 a nursing building at the college was dedicated in her memory and named the Stroup Hall. She married late in life and her husband predeceased her.

CAPT. CAROLYN M. WAGNER

Flight nurse killed in action or in an accident while serving in Vietnam 11 May, 1964.

2ND LT. MILDRED W. WALLACE

Flight nurse killed in action 30 Jan., 1944.

1ST LT. GRAYOE E. YOUNG

Flight nurse killed in action or in an accident while serving in Vietnam 26 Oct., 1956.

817th